BookletChart™

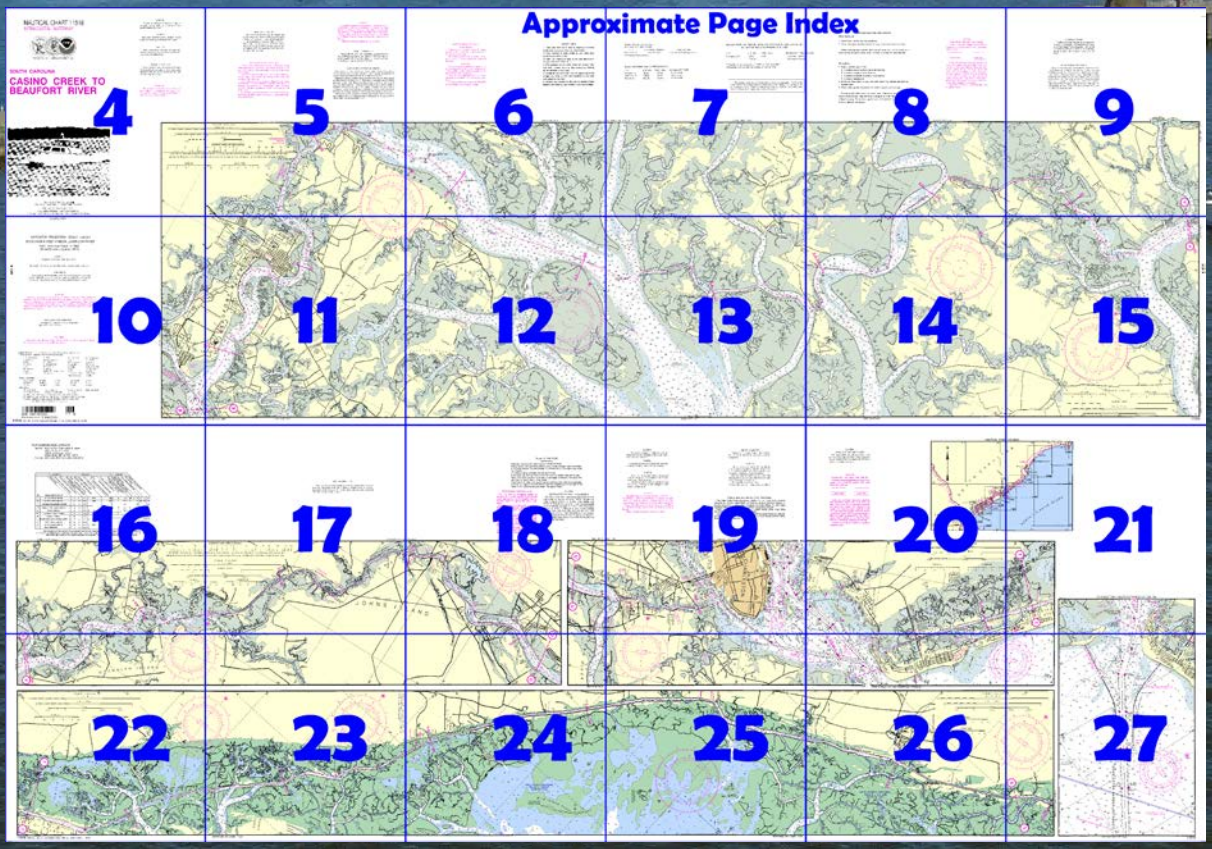
Intracoastal Waterway – Casino Creek to Beaufort River

NOAA Chart 11518

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

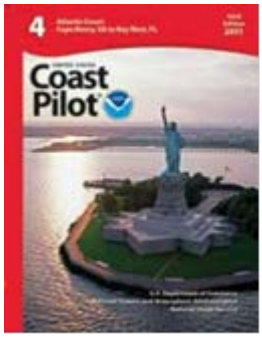
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11518.



(Selected Excerpts from Coast Pilot)
Morgan River flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek**, on the south side of Morgan River near the mouth, has a shrimp-packing plant 1.7 miles above the creek mouth. In 1985, the reported controlling depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant. On **Village Creek**, about 0.8 mile above Coffin Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency only. In 1985, using local knowledge, a reported depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek**, is about 1.5 miles west of Village Creek. In 1983, the reported controlling depth in the creek was 5 feet for a distance of 2.5 miles.
On **Jenkins Creek**, about 2.1 miles westward of Edding Creek, are two shrimp-packing plants on the east side of the creek about 1.5 to 2 miles above the mouth. In 1994-1999, the reported controlling depth was 11 feet to these plants where diesel fuel, water and ice can be obtained in an emergency.
On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 50-ton lift is available.
Cape Romain National Wildlife Refuge comprises the coastal area southeast of the waterway from Casino Creek to **Price Creek (Mile 446.8).**
From the vicinity of Casino Creek the waterway continues through the marshes and a land cut to the mouth of **Jeremy Creek** (Mile 430.0). **McClellanville** is on the side channel through Jeremy Creek, 0.6 mile northward of the waterway. Boats lie alongside the piers on the east side of the McClellanville channel. In 2010, the controlling depth was 5 feet. Gasoline, diesel fuel, water, and provisions are available.
Mariners may gain access to the Atlantic Ocean via the marked channels in Town Creek, opposite McClellanville, and **Five Fathom Creek.** This route is reportedly used by fishing vessels.
From McClellanville the waterway follows land cuts and sloughs through the marshes back of **Bulls Bay;**thence through shoal **Sewee Bay** and along **Price Creek;** through the marshes and along **Capers Creek;** behind **Dewees Island** and across **Dewees Creek** to the land cuts behind **Isle of Palms** and Sullivans Island. A ferry crosses the waterway at **Moores Landing** at **Mile 445.4.**
A marina is on the south side of the waterway at **Mile 456.8**. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp, and dry storage are available. In 2010, the reported approach depth was 8 feet.
At **Mile 458.9,** the Isle of Palms Connector is a fixed highway bridge with a clearance of 65 feet.
An overhead power cable with a clearance of 86 feet crosses the waterway at **Mile 459.3.**
On **Hamlin Creek** opposite **Mile 460.5,** east of **Breach Inlet,** there is a marina where berthage, electricity, gasoline, and water are available. An overhead power cable with a clearance of 94 feet crosses Hamlin Creek. A fixed highway bridge with a clearance of 28 feet crosses Hamlin Creek near its eastern mouth. The several outlets to the ocean along this stretch are described in chapter 6.
Ben Sawyer Memorial (State Route 703) highway bridge to **Sullivans Island** over the waterway at **Mile 462.2** has a swing span with a clearance of 31 feet. (See **117.1 through 117.59 and 117.911**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5438. A marina is in the creek on the west side of the waterway just above the bridge and provides berths with electricity, gasoline, diesel fuel, pump-out, water, ice, marine supplies, and wet storage. In 2009, the reported approach and alongside depth was 10 feet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

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Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

The Cape Romain National Wildlife Refuge includes most of the marsh area from Price Creek, northeastward to Alligator Creek, Lat. 33°06', chart 11534 (Side B).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.627" northward and 0.681" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY AIDS

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE B

Hydrography from the bridge to the Intracoastal Waterway; in Conch Creek, Inlet Creek, Swinton Creek, and Hamlin Creek; is reported from a private survey of 2007.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Savannah, GA	KEC-85	162.400	24 hours daily
Charleston, SC	KHB-29	162.550	24 hours daily
Beaufort, SC	WXJ -23	162.475	24 hours daily

WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While afloat:

1. Keep a weather eye out for:
   A. A sudden vertical cumulus cloud development
   B. A sudden change in wind direction
   C. A sudden noticeable increase in wind velocity
   D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside the channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

MERCATOR PROJECTION, SCALE 1:40,000

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

North American Datum of 1983
(World Geodetic System 1984)

NAUTICAL CHART 11518
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

SOUTH CAROLINA

CASINO CREEK TO BEAUFORT RIVER

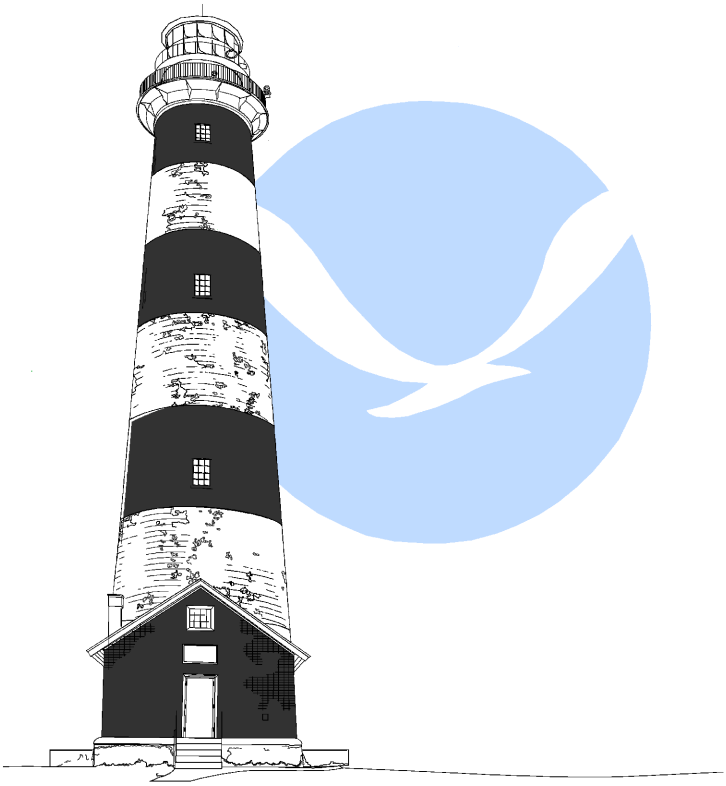


Chart 11518 38th Ed., May /12 ■
Corrected through NM May 26/12, LNM May 22/12

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS
Heights in feet above Mean High Water.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

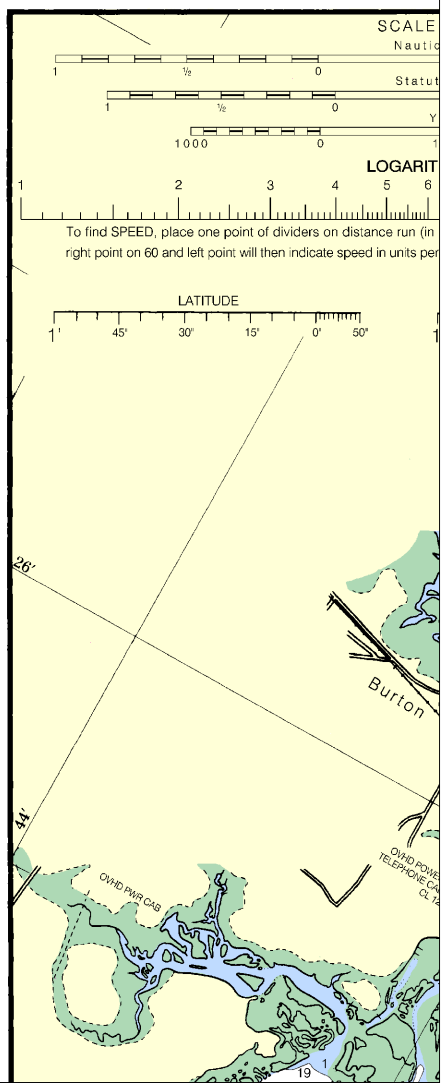
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.



Joins page 10

SIDE B

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

HORIZONTAL DATUM

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INTRACOASTAL WATERWAY AIDS

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS

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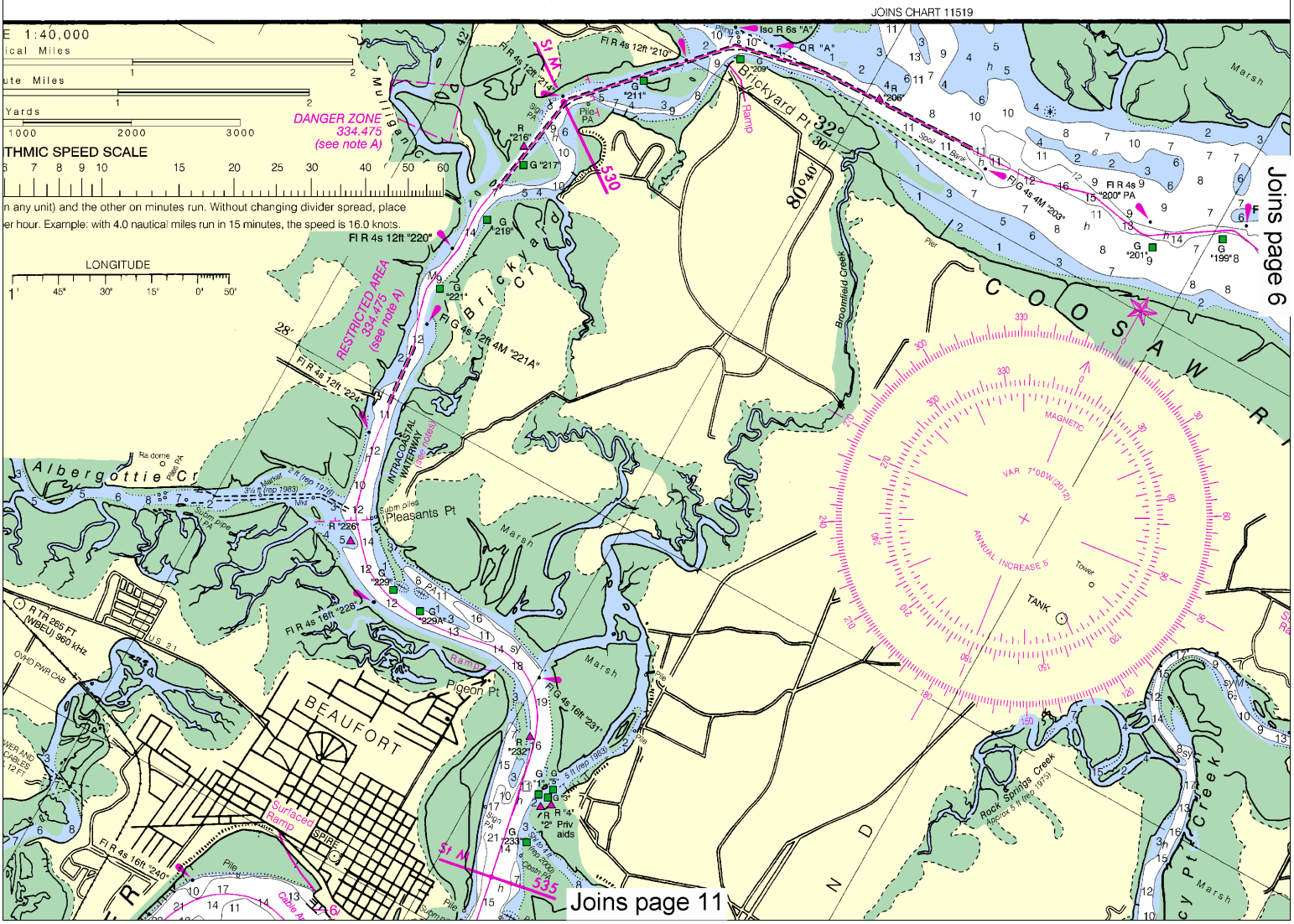

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

INTRACOASTAL WATERWAY

Project Depths

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Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——

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Courses are TRUE and must be CORRECTED for any variation and compass deviation.

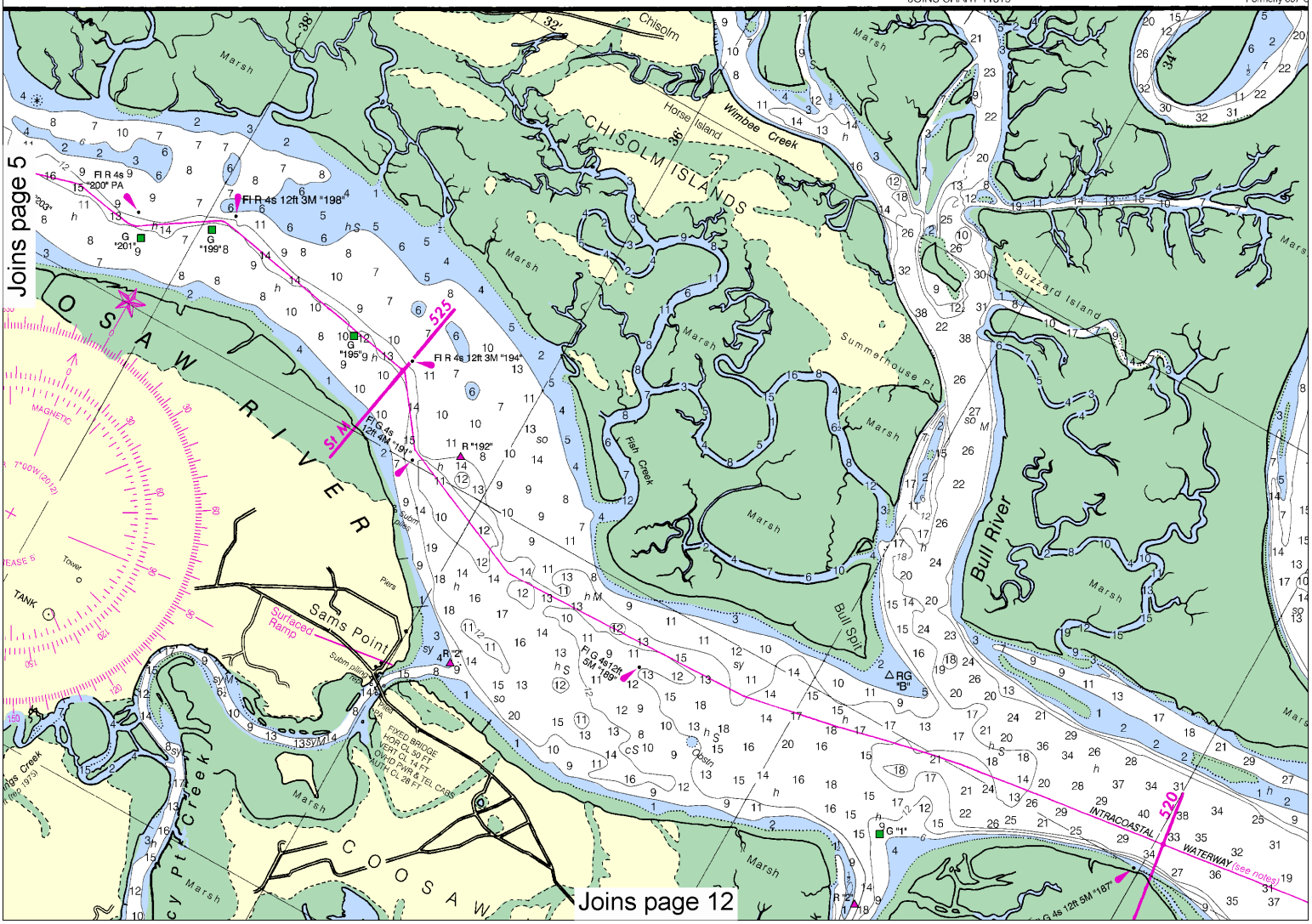
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

JOINS CHART 11519 Formerly 837-S



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Charleston, SC	*(843) 747-5859	9:00 AM-4:30 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
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BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

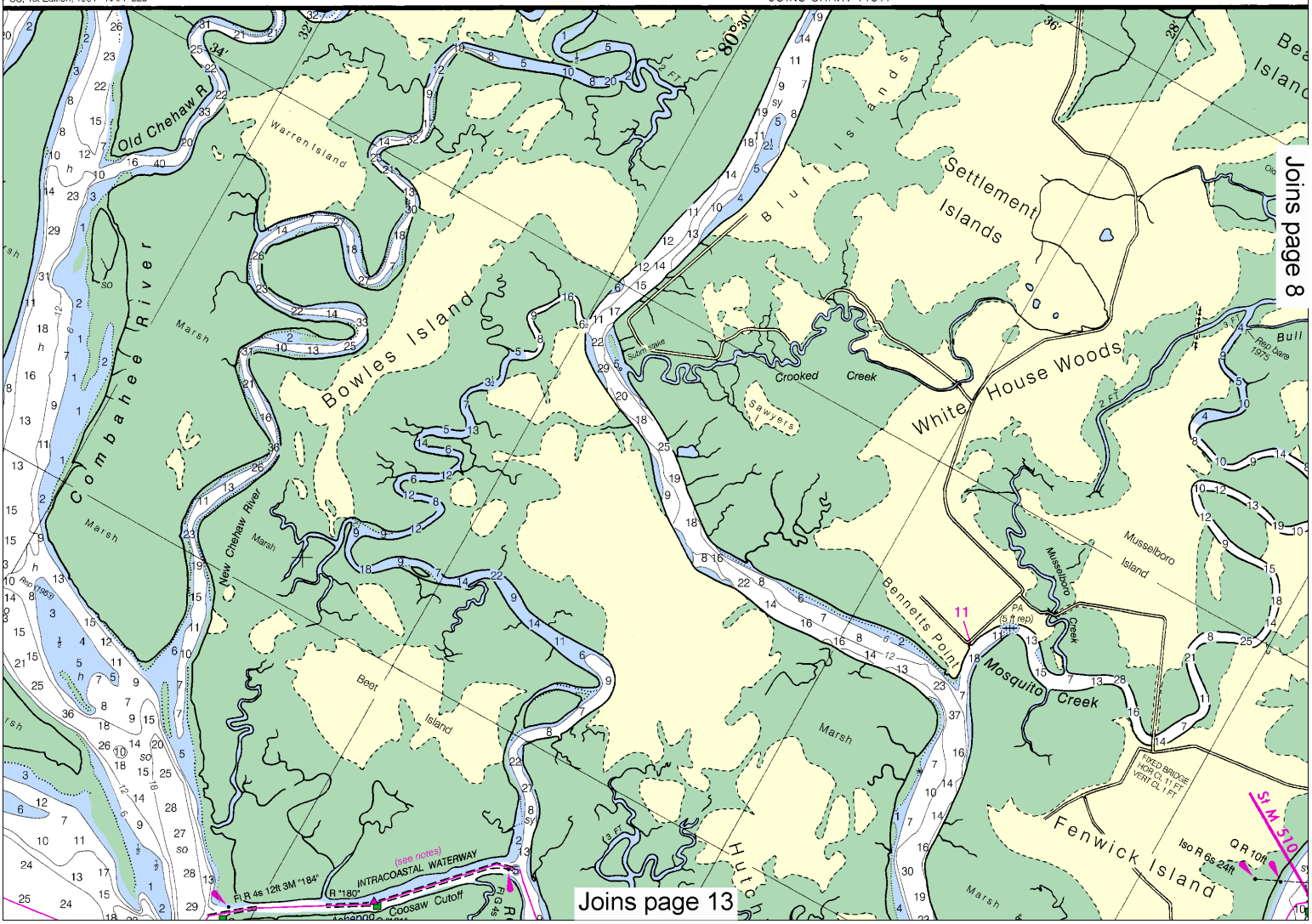
CITY	STATION	FREQ. (kHz)	BROADCAST TIMES (LOCAL)
Charleston, S.C.	NMB (USCG)	*2670	11:20 AM, 11:20 PM‡ (warnings on receipt)

* Preceded by announcement on 2182 kHz and 156.8 MHz
‡ Broadcast one hour later during Daylight Saving Time

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

7-SC, 1st Edition, 1964 KAPP 228

JOINS CHART 11517



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: n/a.

CASTS AND WARNINGS
STATIONS

BROADCAST TIMES (LOCAL)
11:20 AM, 11:20 PM‡
(warnings on receipt)

MHz

safe navigation. The National
s, additions, or comments for
ion (N/CS2), National Ocean

WEATHER RULES FOR SAFE BOATING

Before setting out:

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1. Keep a weather eye out for:
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CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

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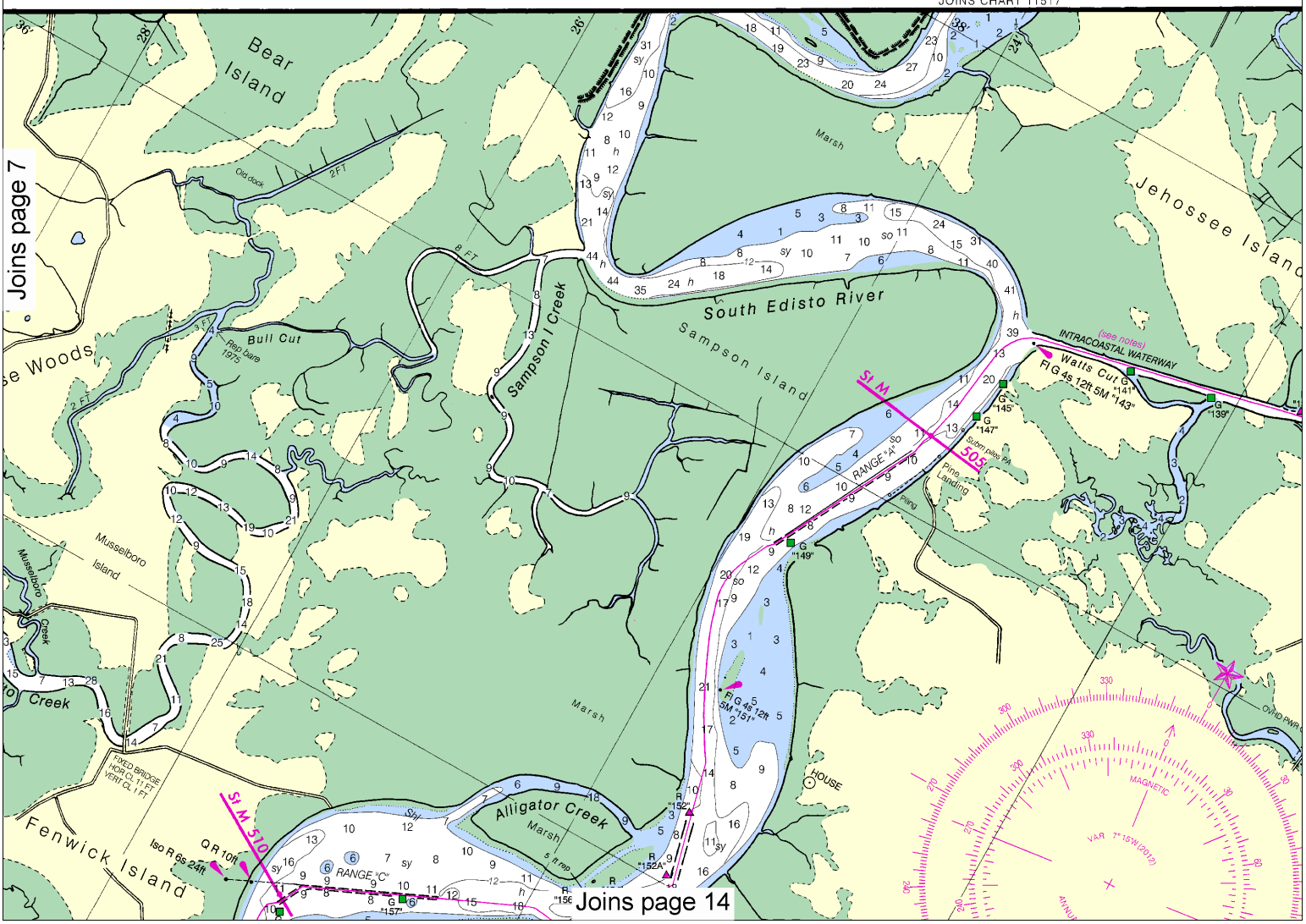
JOINS CHART 11517



Joins page 7

Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

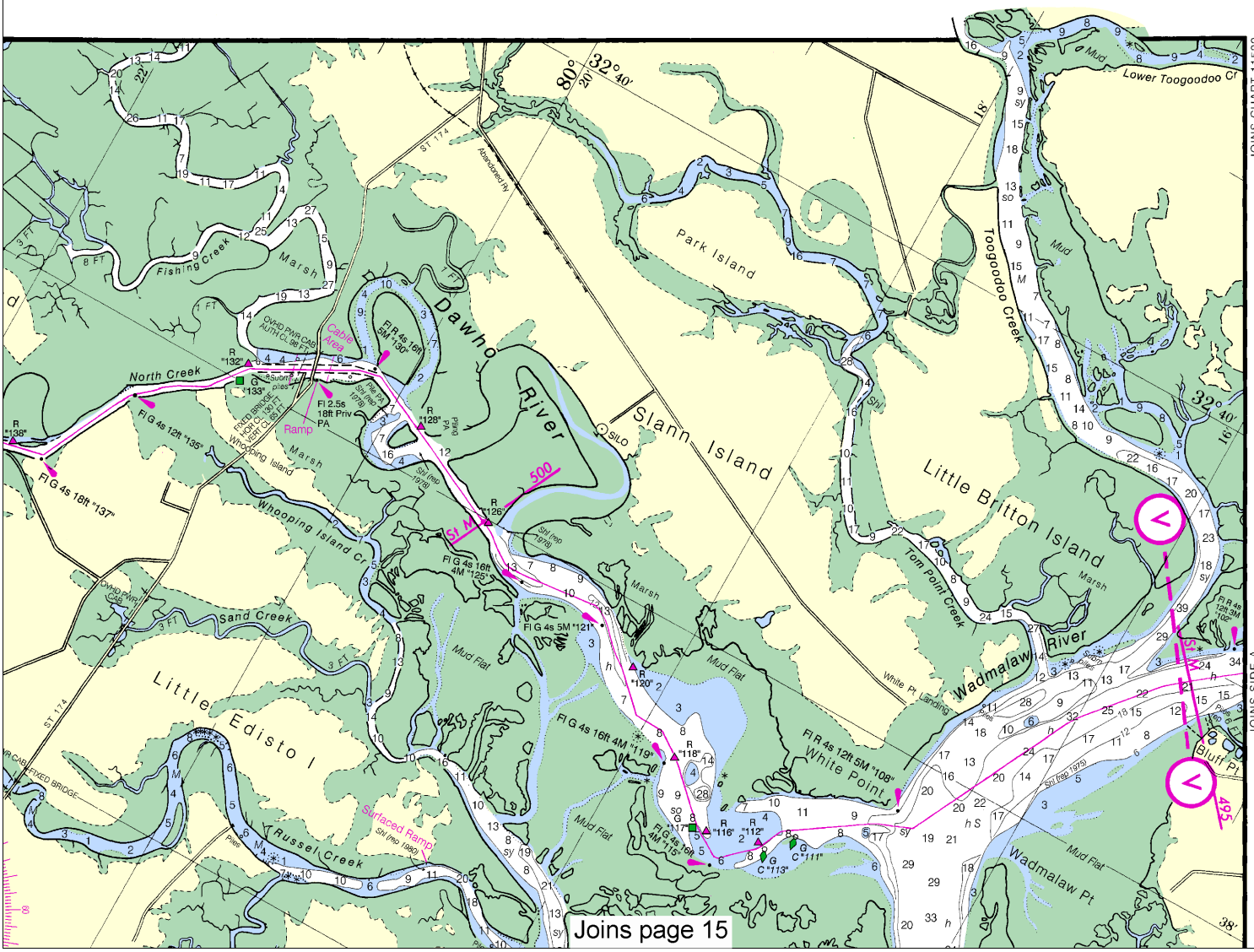
See Note on page 5.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Charleston Power Squadron, District 26, United States Power Squadrons, in continually providing essential information for revising this chart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



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Joins page 4

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS
Heights in feet above Mean High Water.

Additional information can be obtained at nauticalcharts.noaa.gov.

SIDE B

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

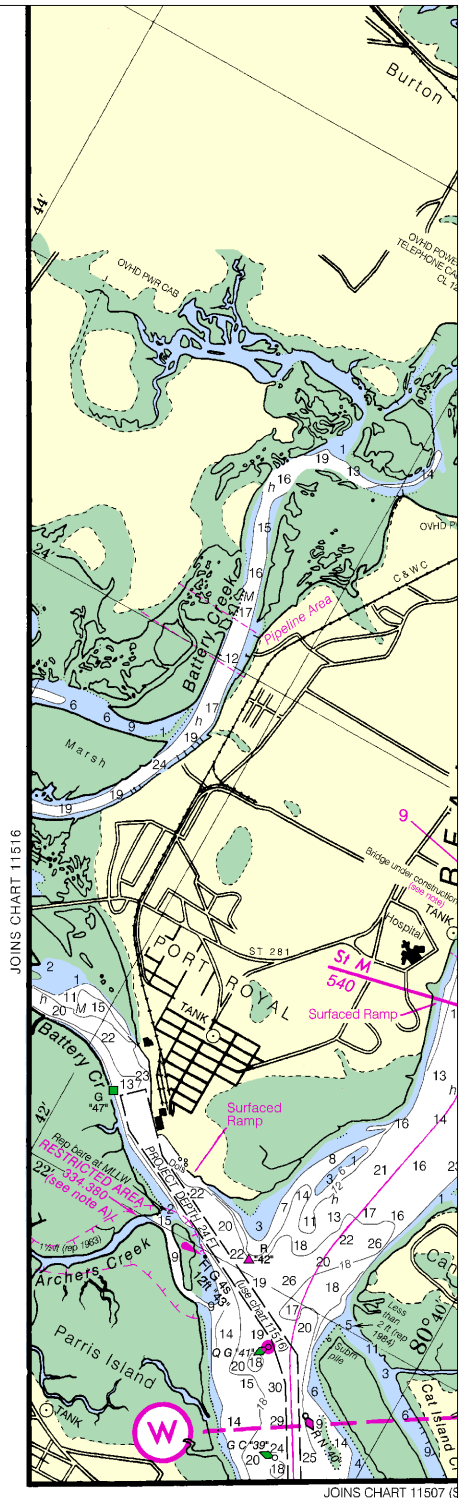
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NSN 7642014010267
ED. NO. 38
NGA REFERENCE NO. 11XHA11518
11518 38th Ed., May /12 Corrected through NM May 26/12, LNM May 22/12



Joins page 16

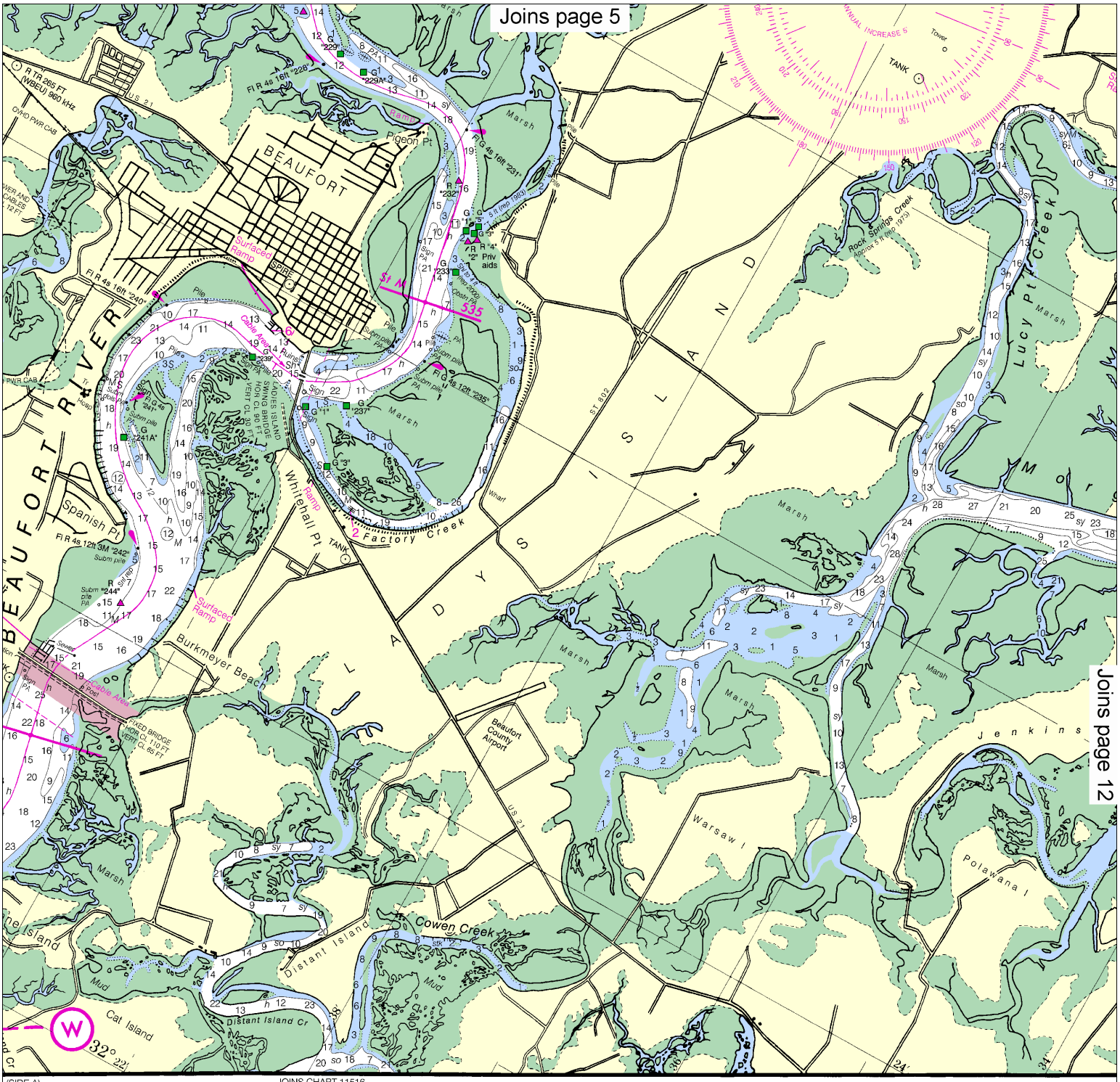
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

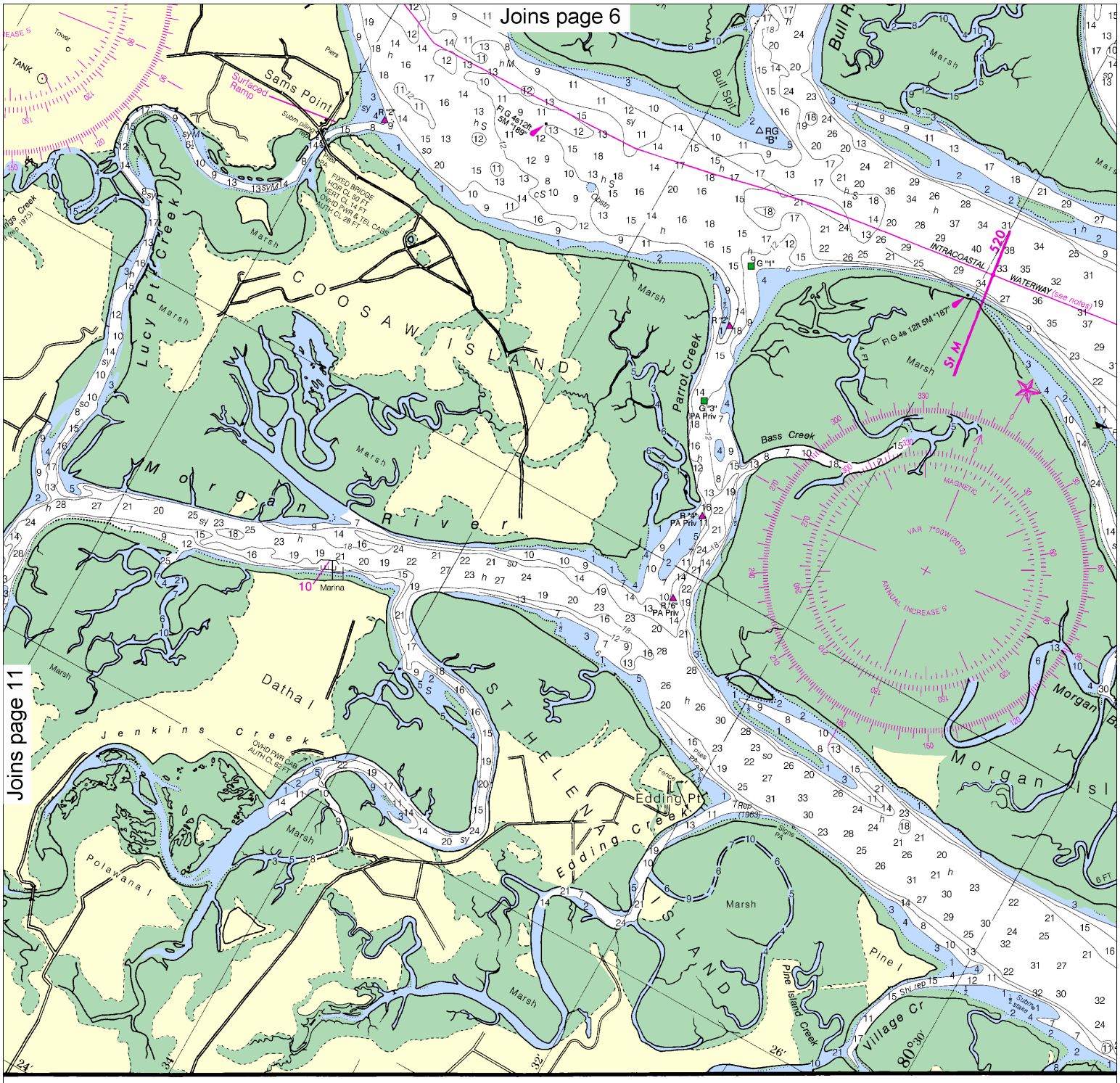
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



(SIDE A) JOINS CHART 11516



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

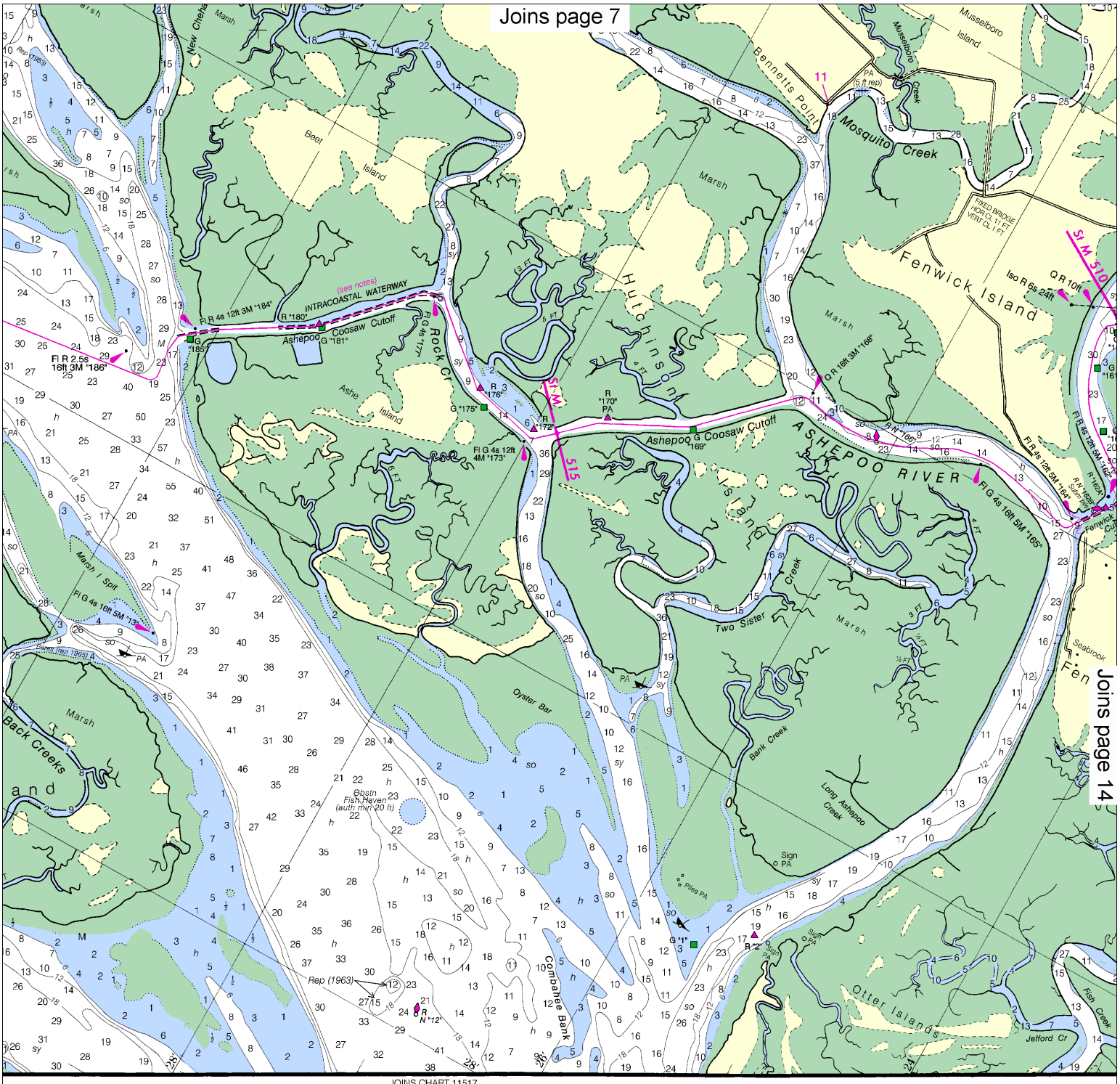
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

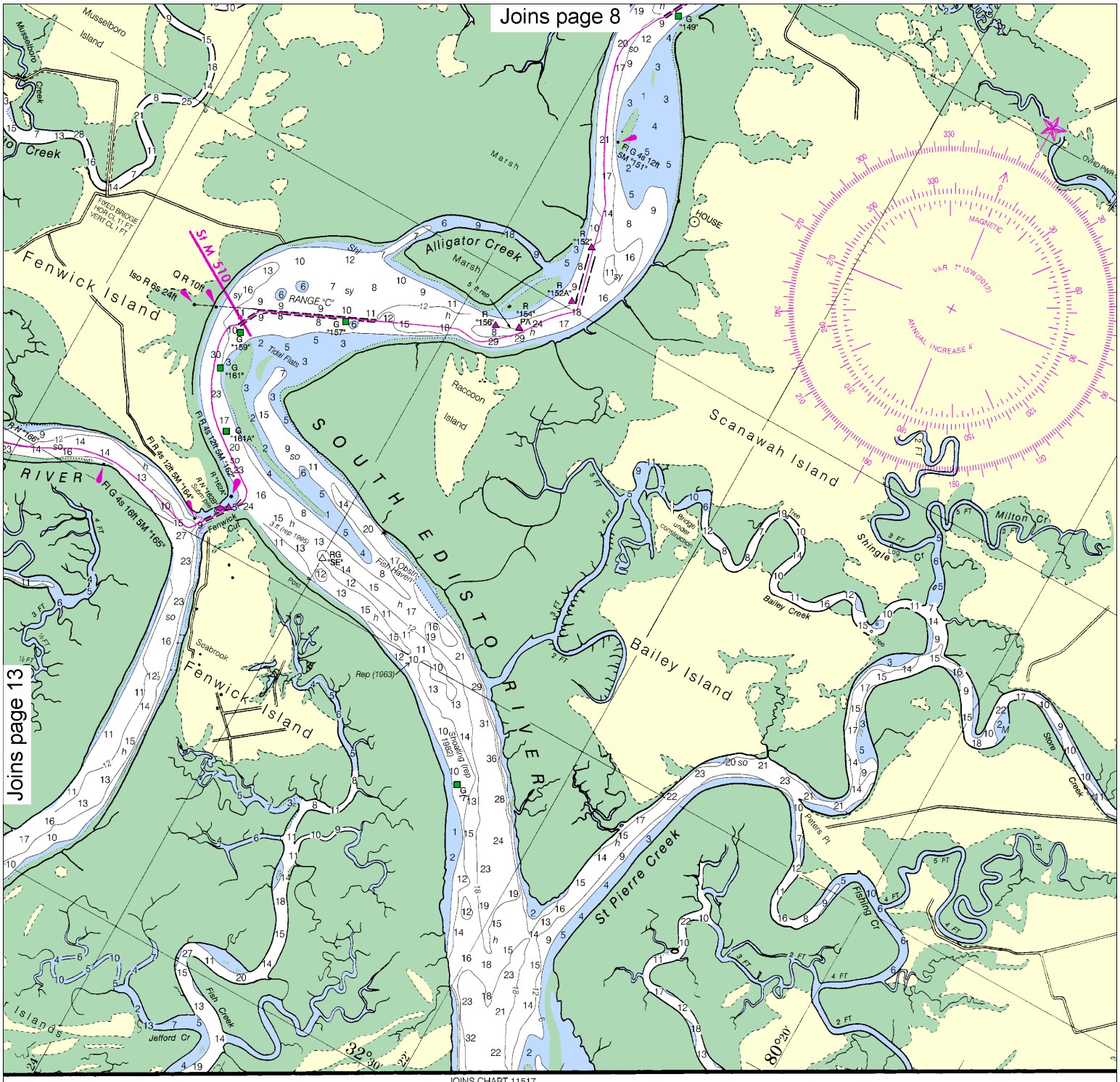


CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited

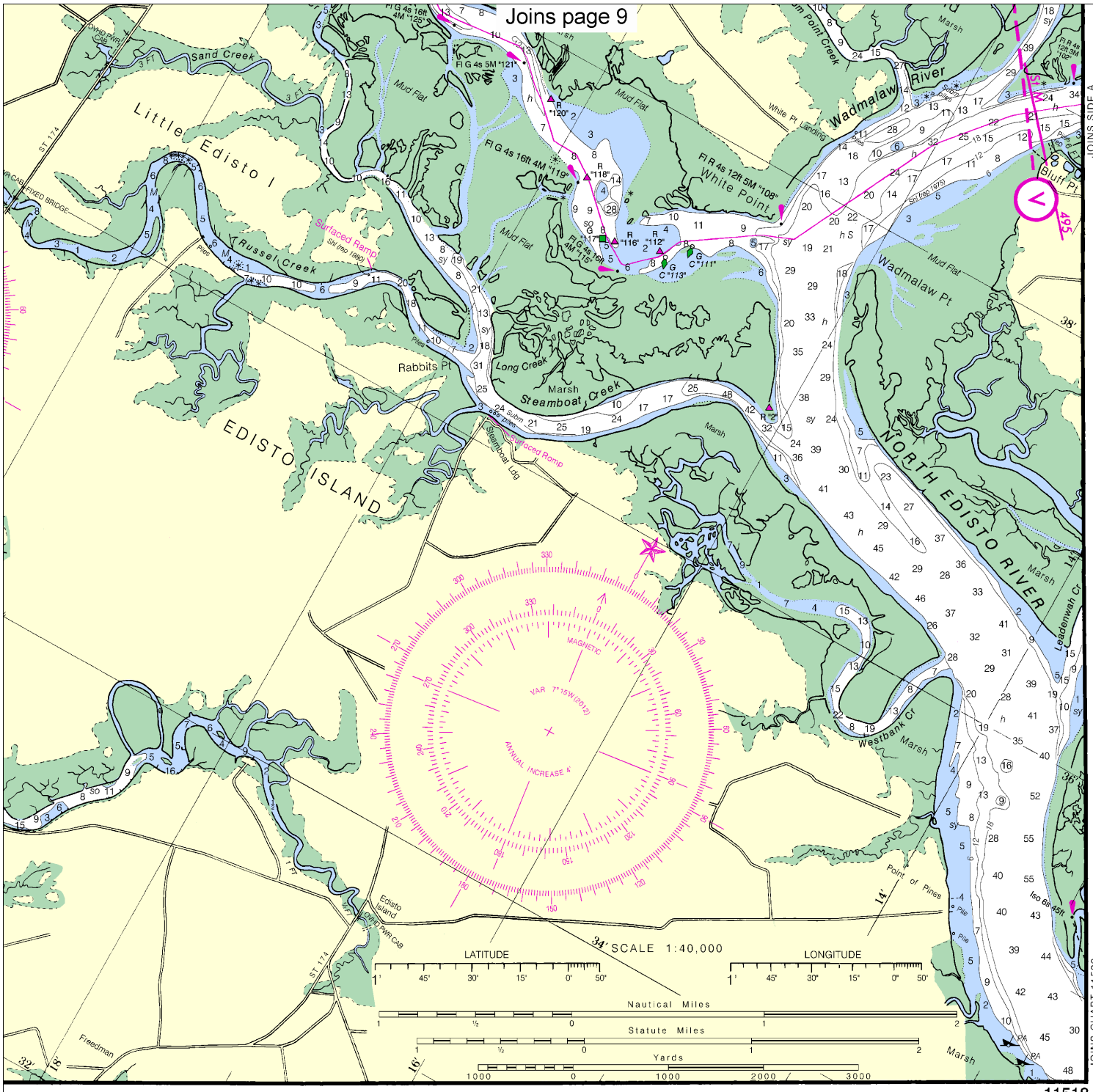
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

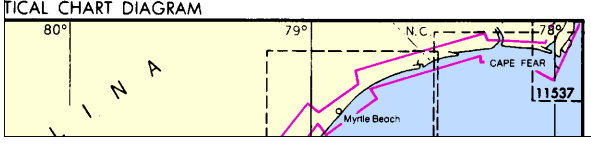
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



TICAL CHART DIAGRAM



Joins page 21

Demarcation lines are shown thus: — — — —

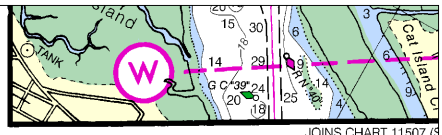
NSN 7642014010267

ED. NO. 38

NGA REFERENCE NO. 11XHA11518

11518 38th Ed., May /12 Corrected through NM May 26/12, LNM May 22/12

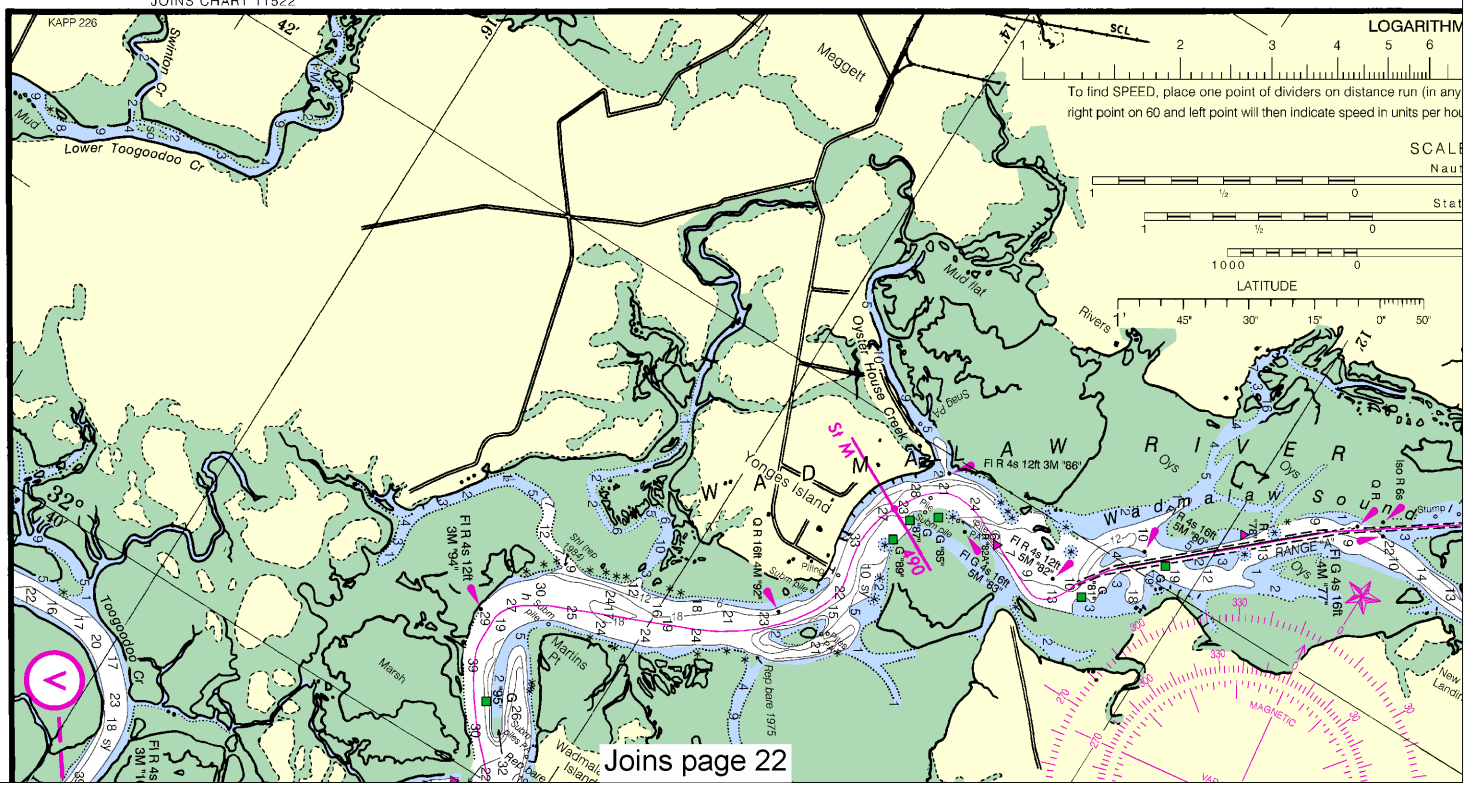
Joins page 10



NO	SMALL CRAFT FACILITY	DEPTHS: CHART SIDE	DEPTHS: APPROACH-FEET (REPORTED)	DEPTHS: ALONGSIDE-FEET (REPORTED)	SERVICES: BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	SERVICES: RAMP	SERVICES: REPAIRS	SERVICES: MARINE RAILWAY-FEET	SERVICES: LIFT CAPACITY-TONS	SERVICES: BOAT RENTAL	SERVICES: CANOE-ROW-MOTOR-KAYAK	SERVICES: CHARTER-HOUSE-SAIL	SERVICES: FOOD-LODGING-CAMPING	SUPPLIES: TOILETS-SHOWERS-LAUNDRY	SUPPLIES: PUMP-OUT STATION	SUPPLIES: WINTER STORAGE WET-DRY	SUPPLIES: NAUTICAL CHART SALES	SUPPLIES: WATER-ICE	SUPPLIES: GROCERIES-HARDWARE	SUPPLIES: BAIT-TACKLE	SUPPLIES: DIESEL OIL-GASOLINE
1	ISLE OF PALMS MARINA	A	8	12	B E	S							MK	C		FL	TSP	D	C	WI	GH	BT	DG
2	LADY ISLAND MARINA	B	12	12	B E											F	TSLP	W		WI			DG
2A	TOLER'S COVE MARINA	A	10	10	B E								M	C			TSLP	W		WI		BT	DG
3	CHARLESTON MARITIME CENTER	A	28	15	B E											FL	TSLP			WI	GH		DG
3C	CHARLESTON HARBOR MARINA	A	14	14	B E									C		FL	TSLP	W	C	WI			DG
4A	STONO MARINA	A	18	18																			
4B	ST. JOHNS YACHT HARBOR	A	20	9	B E									C		F	TSLP	W	C	WI	GH		DG
5A	ASHLEY MARINA	A	30	30	B E												TSLP	W		WI			DG
5B	CHARLESTON CITY MARINA	A	30	24	B E		HMR									FL	TSLP	W	C	WI	G		D
6	DOWNTOWN MARINA OF BEAUFORT	B	15	15	B E	S										FL	TSLP	W	C	WI	GH		DG
9	PORT ROYAL LANDING MARINA	B	20	15	B E								C	C		F	TSLP	W	C	WI	GH	BT	DG
10	DATAW ISLAND MARINA	B	25	25	B E		HMR			50						F	TSLP	WD		WI	GH		DG
11	B & B SEAFOOD	B	7	10	B E	S											TP			WI	GH	BT	G

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

JOINS CHART 11522



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

(SIDE A) JOINS CHART 11516

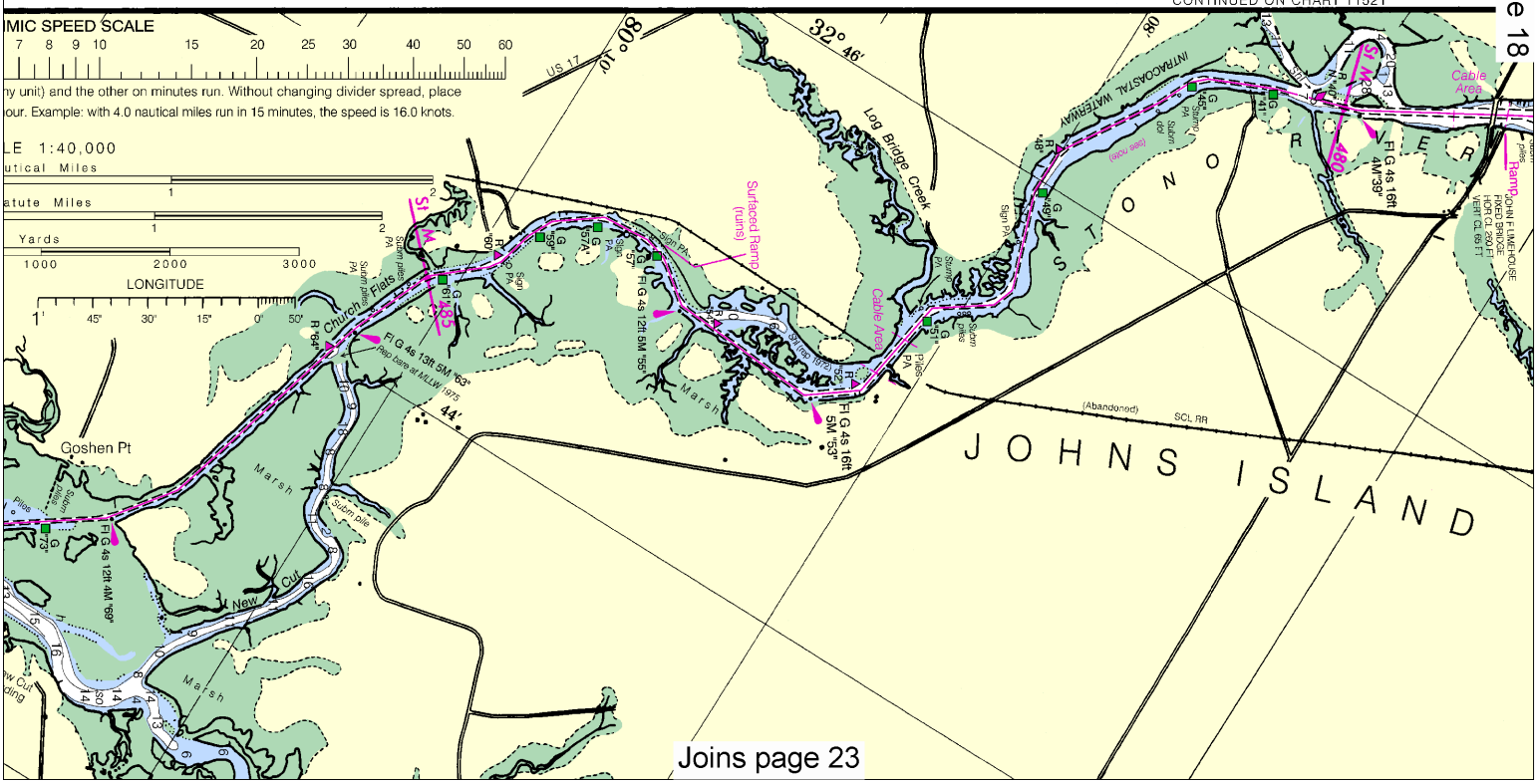
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Harbor River Entrance	(33°03'N/79°32'W)	5.4	5.1	0.2
Five Fathom Creek	(33°00'N/79°30'W)	5.4	5.1	0.2
Moores Landing	(32°56'N/79°39'W)	5.6	5.2	0.2
Wharf Creek Entrance	(32°55'N/79°37'W)	5.6	5.3	0.2
Capers Creek	(32°51'N/79°42'W)	5.5	5.1	0.2
South Dewees Island	(32°50'N/79°44'W)	5.5	5.1	0.2
Limehouse Bridge	(32°47'N/80°06'W)	6.2	5.8	0.2
Charleston, Customhouse Wharf	(32°47'N/79°56'W)	5.8	5.4	0.2
Breach Inlet	(32°47'N/79°49'W)	5.5	5.1	0.2
Ben Sawyer Bridge	(32°46'N/79°51'W)	5.6	5.2	0.2
Pennys Creek, West Entrance	(32°46'N/80°04'W)	5.9	5.6	0.2
The Cove, Fort Moultrie	(32°46'N/79°51'W)	5.6	5.3	0.2
Elliott Cut Entrance	(32°46'N/80°00'W)	5.7	5.4	0.2
Fort Johnson	(32°45'N/79°54'W)	5.6	5.3	0.2
Church Flats	(32°45'N/80°10'W)	6.9	6.6	0.2
Yonges Island	(32°42'N/80°13'W)	7.1	6.7	0.2
Bluff Point	(32°39'N/80°15'W)	6.7	6.3	0.2
Dawho Bridge	(32°38'N/80°21'W)	6.7	6.4	0.2
Steamboat Landing	(32°36'N/80°17'W)	6.6	6.2	0.2
Brickyard Point	(32°30'N/80°41'W)	8.0	7.7	0.2
Edisto Marina	(32°30'N/80°20'W)	6.5	6.2	0.2
Sams Point	(32°29'N/80°36'W)	7.2	6.9	0.2
Marine Corps Air Station	(32°28'N/80°42'W)	8.2	7.8	0.2
Edding Point	(32°27'N/80°32'W)	7.0	6.6	0.2
Beaufort	(32°26'N/80°41'W)	8.0	7.6	0.2
Harbor River Bridge	(32°24'N/80°27'W)	6.7	6.3	0.2
Parris Island	(32°21'N/80°40'W)	7.6	7.2	0.2

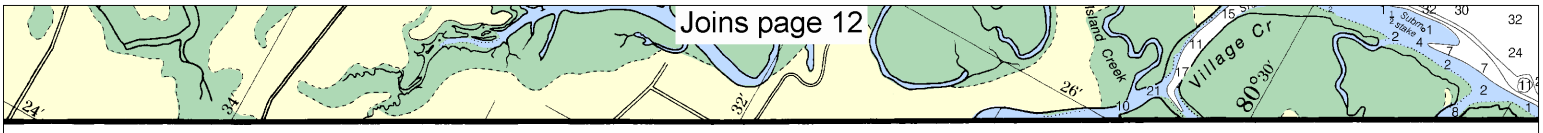
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(May 2012)

CONTINUED ON CHART 11521



Joins page 18



RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside the channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

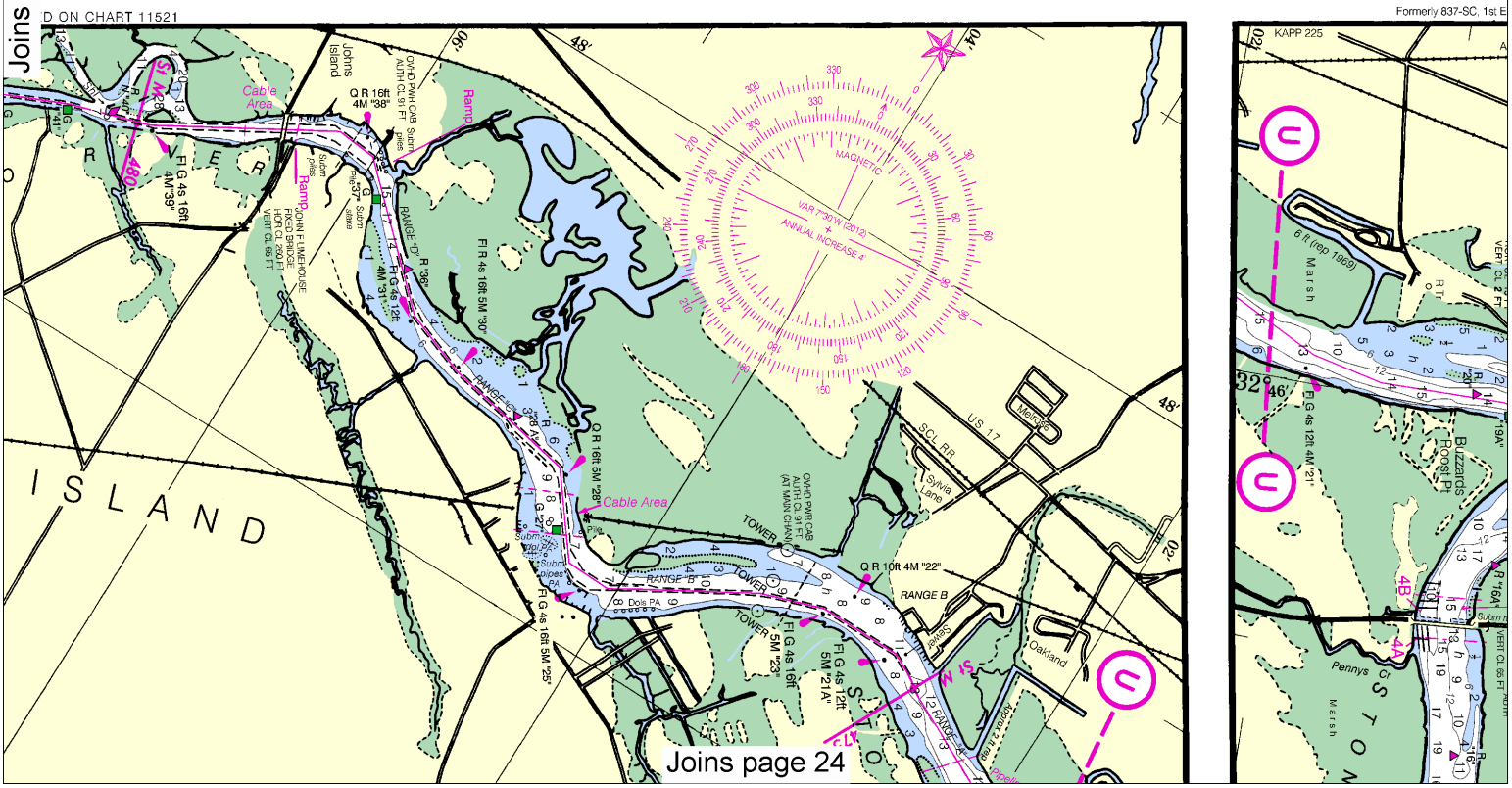
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Joins page 17



Note: Chart grid lines are aligned with true north.

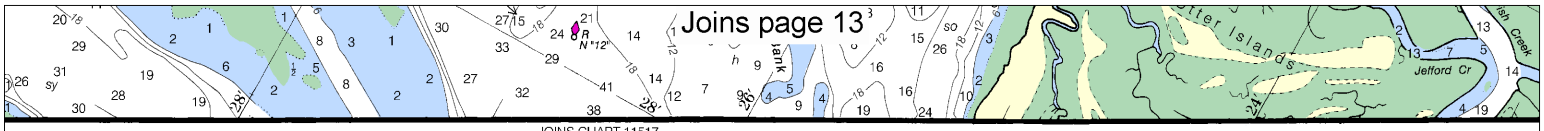
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13



JOINS CHART 11517

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.

Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, Brickell Plaza Federal Building, 909 S.E. 1st Ave., Miami, FL. 33131-3050, 305-536-5621 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

Joins page 20

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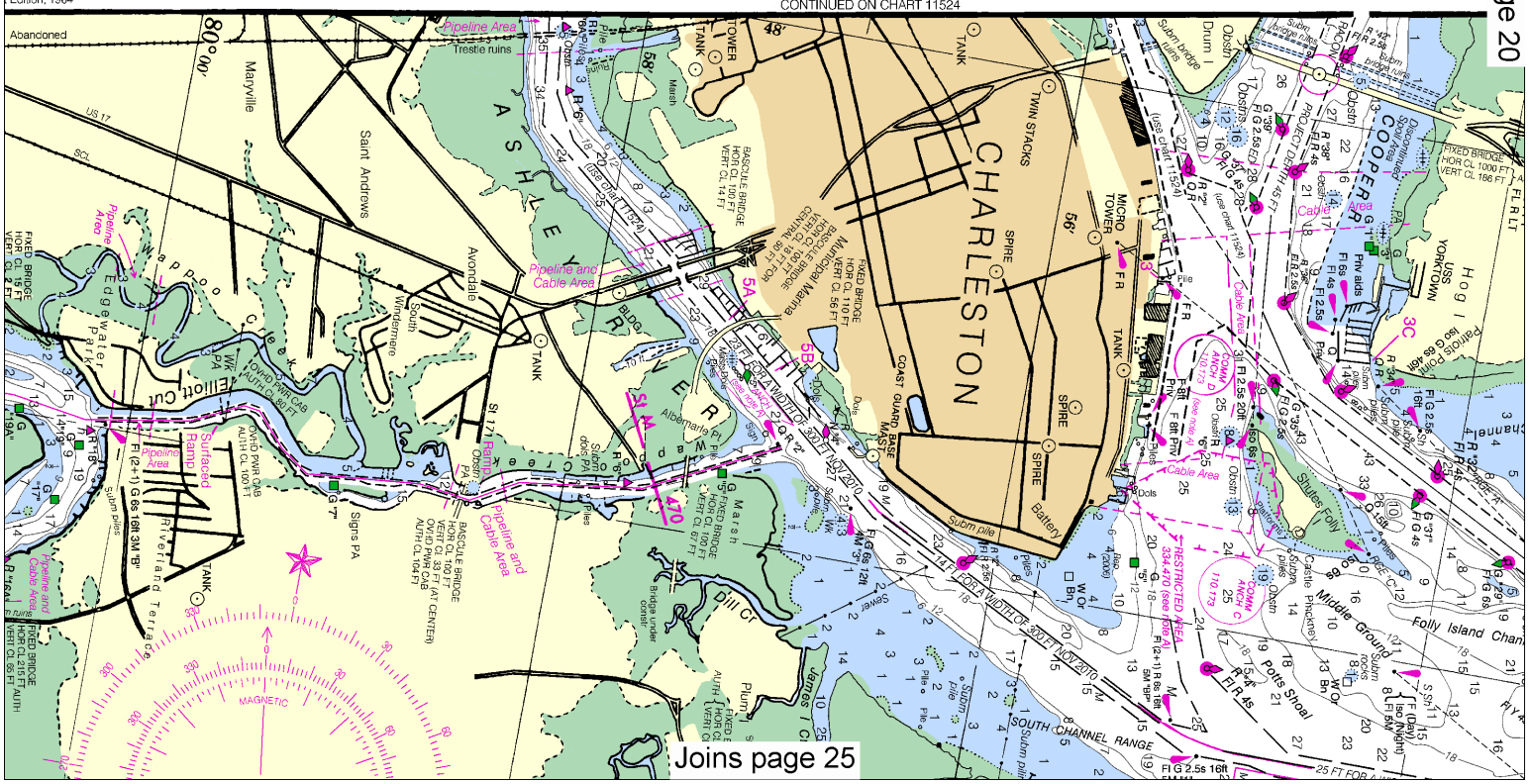
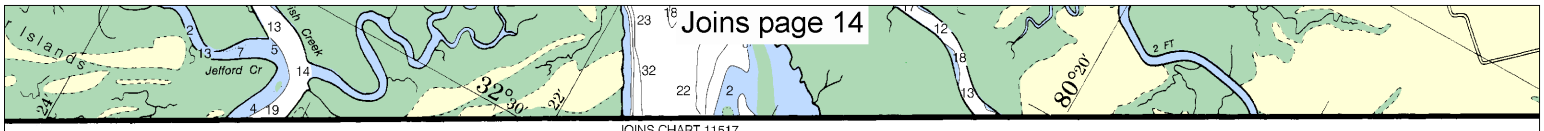
CONTINUED ON CHART 11524



Joins page 25

Joins page 14



JOINS CHART 11517

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

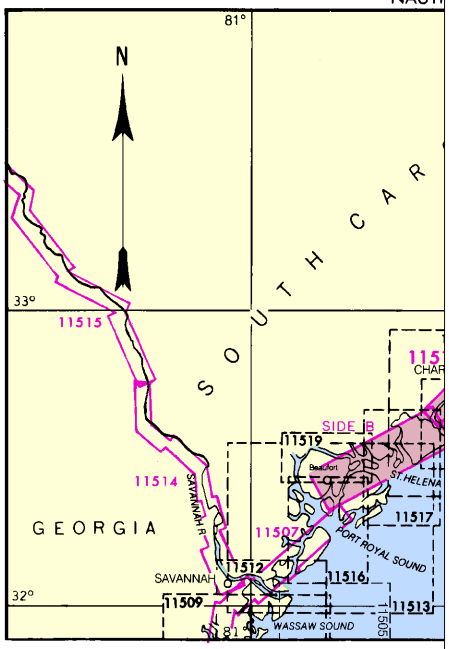
Covered wells may be marked by lighted or unlighted buoys.

d Auxiliary
boating in-
nformation

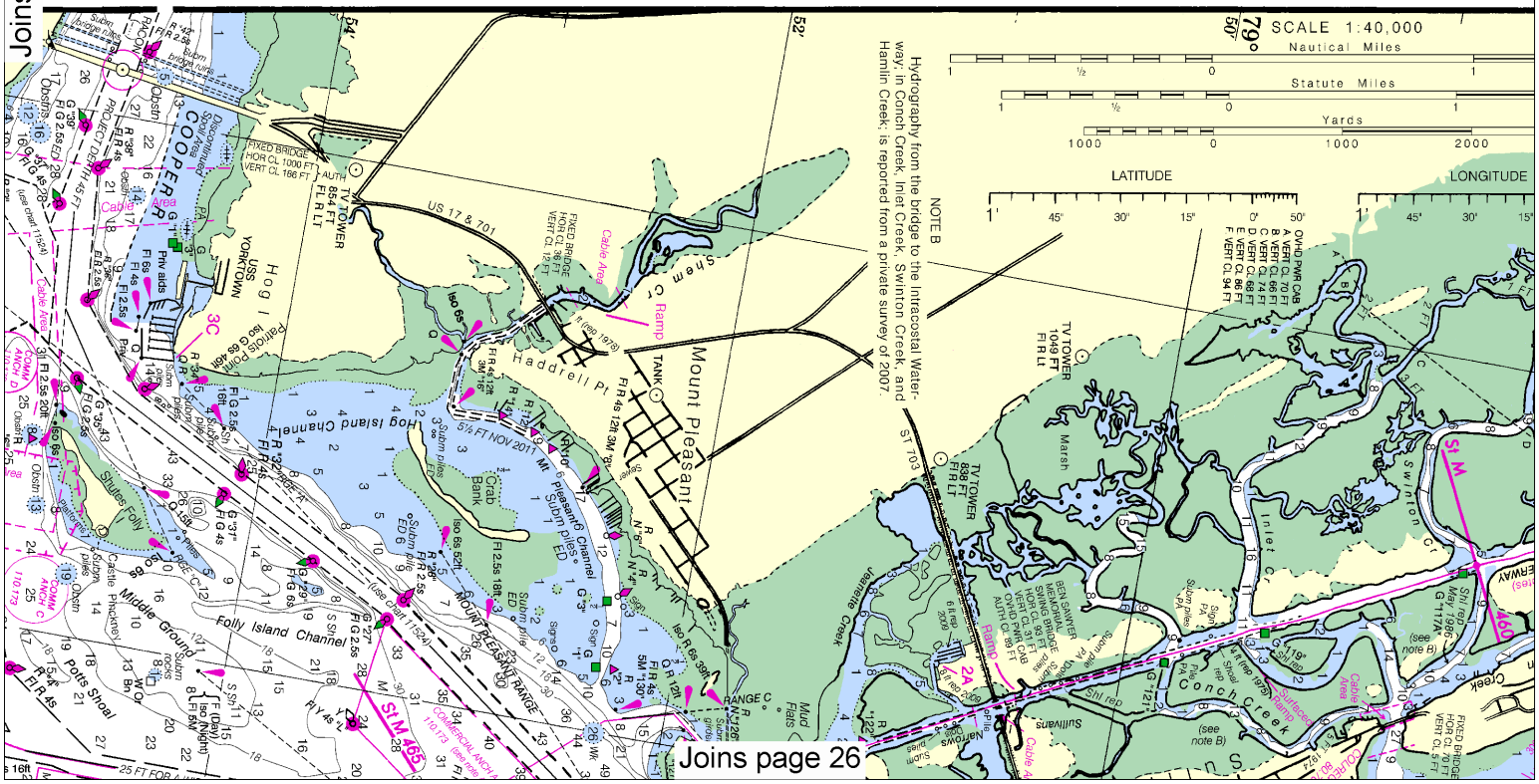
ost Office

, 909 S.E.
s (G-BAU),

NAUTI



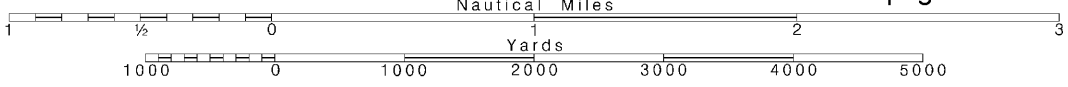
Joins page 19

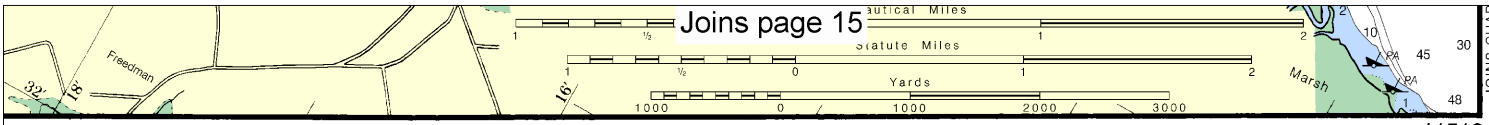


Joins page 26

Note: Chart grid lines are aligned with true north.

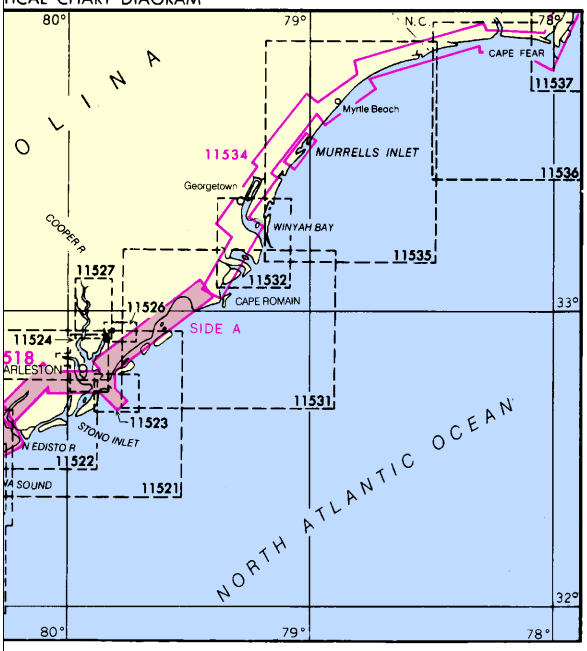
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

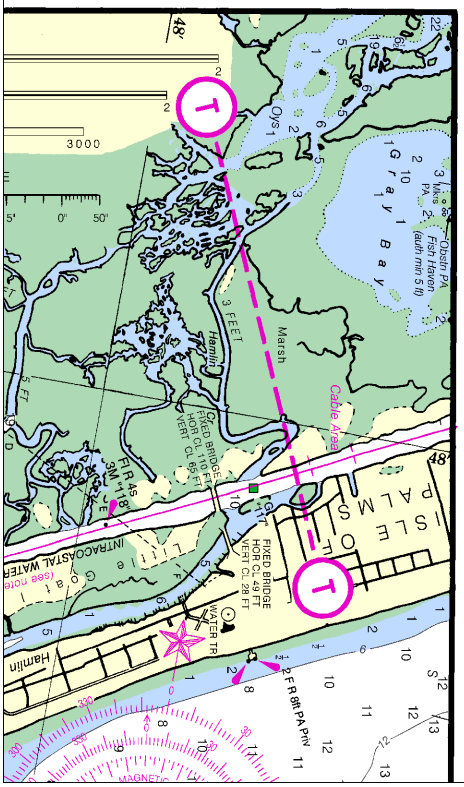




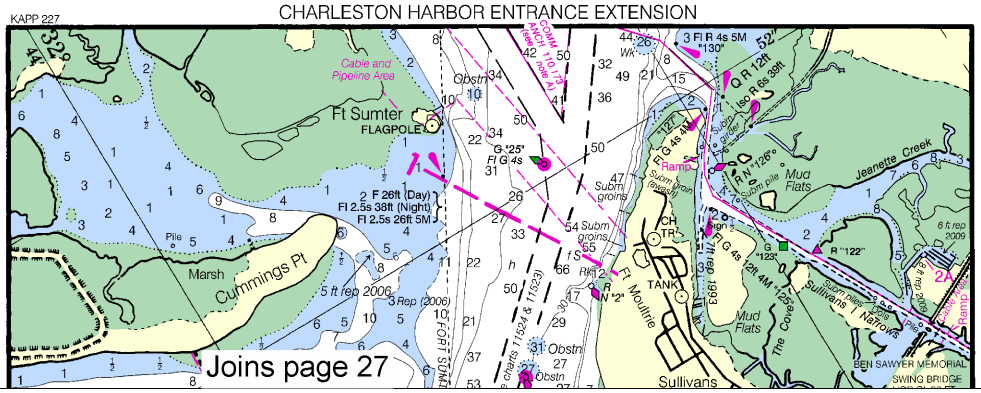
11518

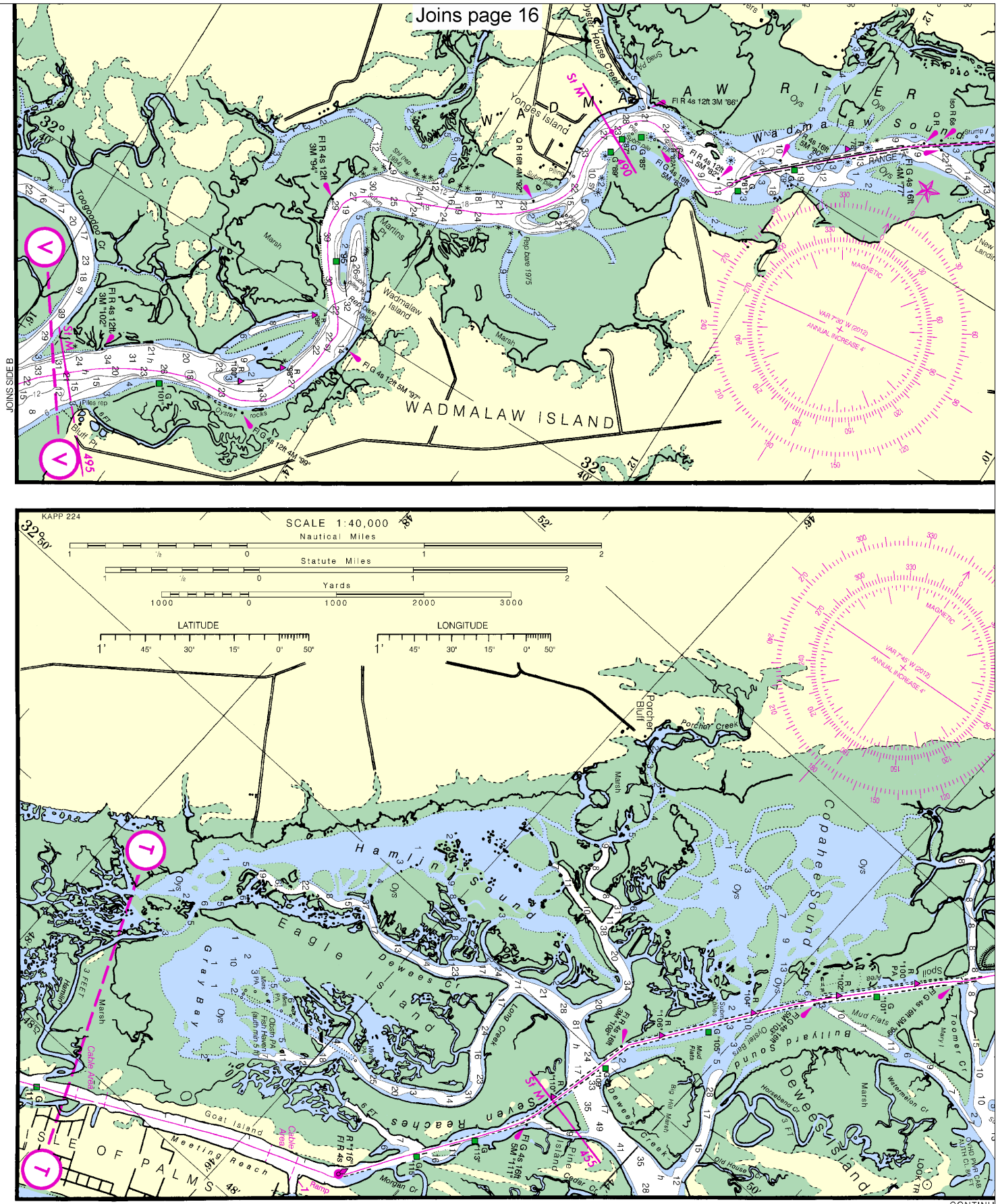
TICAL CHART DIAGRAM





CHARLESTON HARBOR ENTRANCE EXTENSION





CONTINU

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

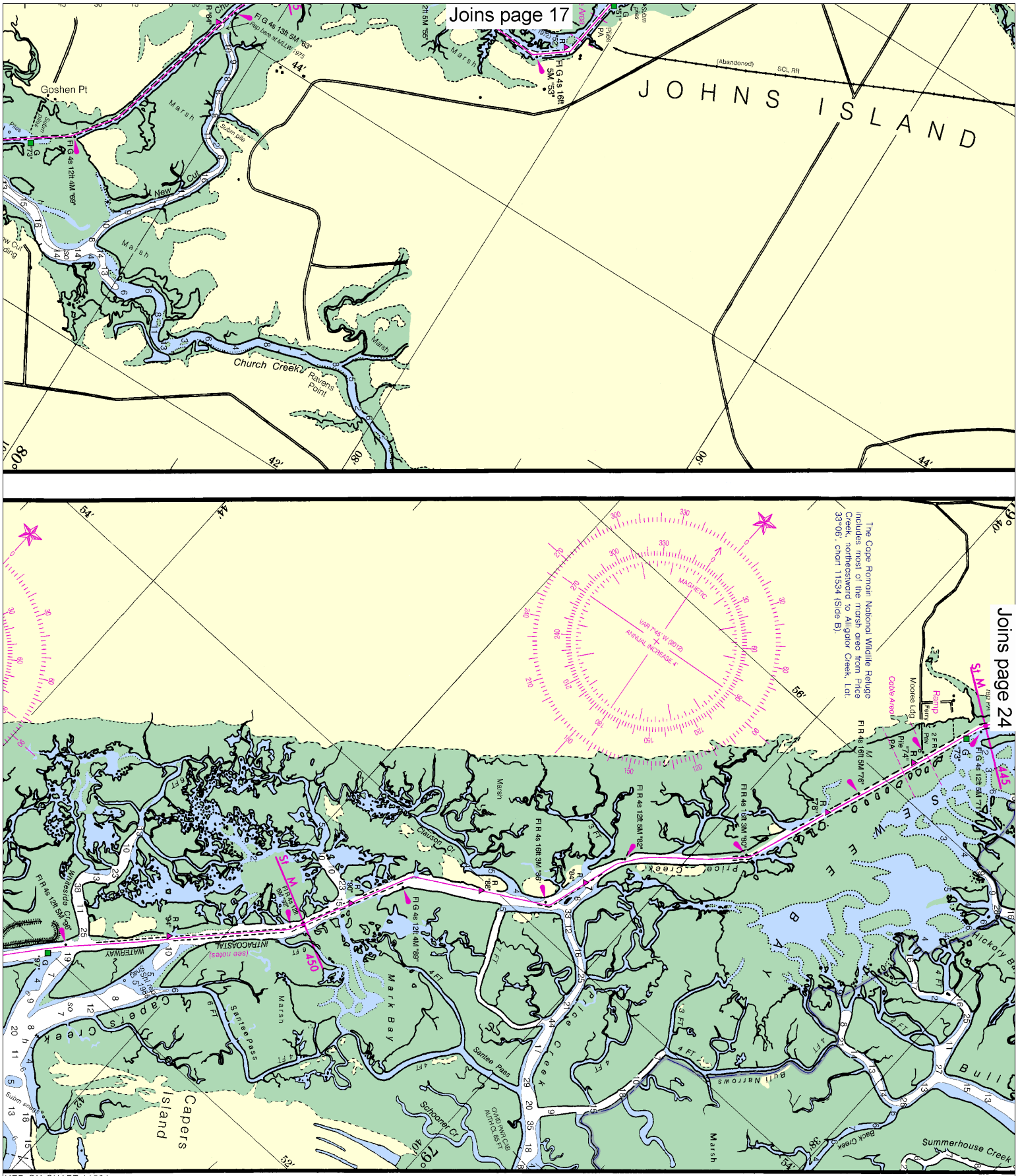
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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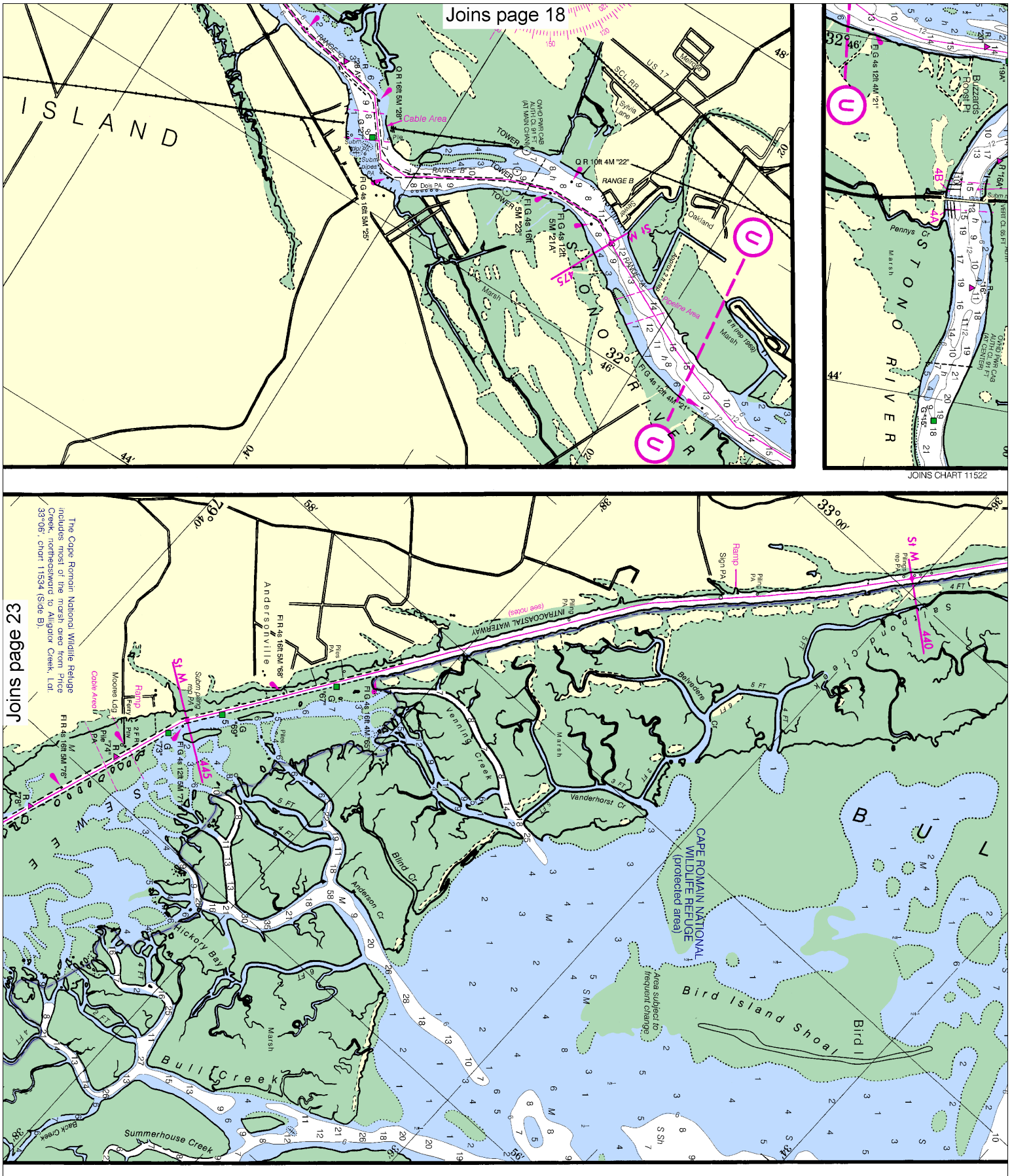


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

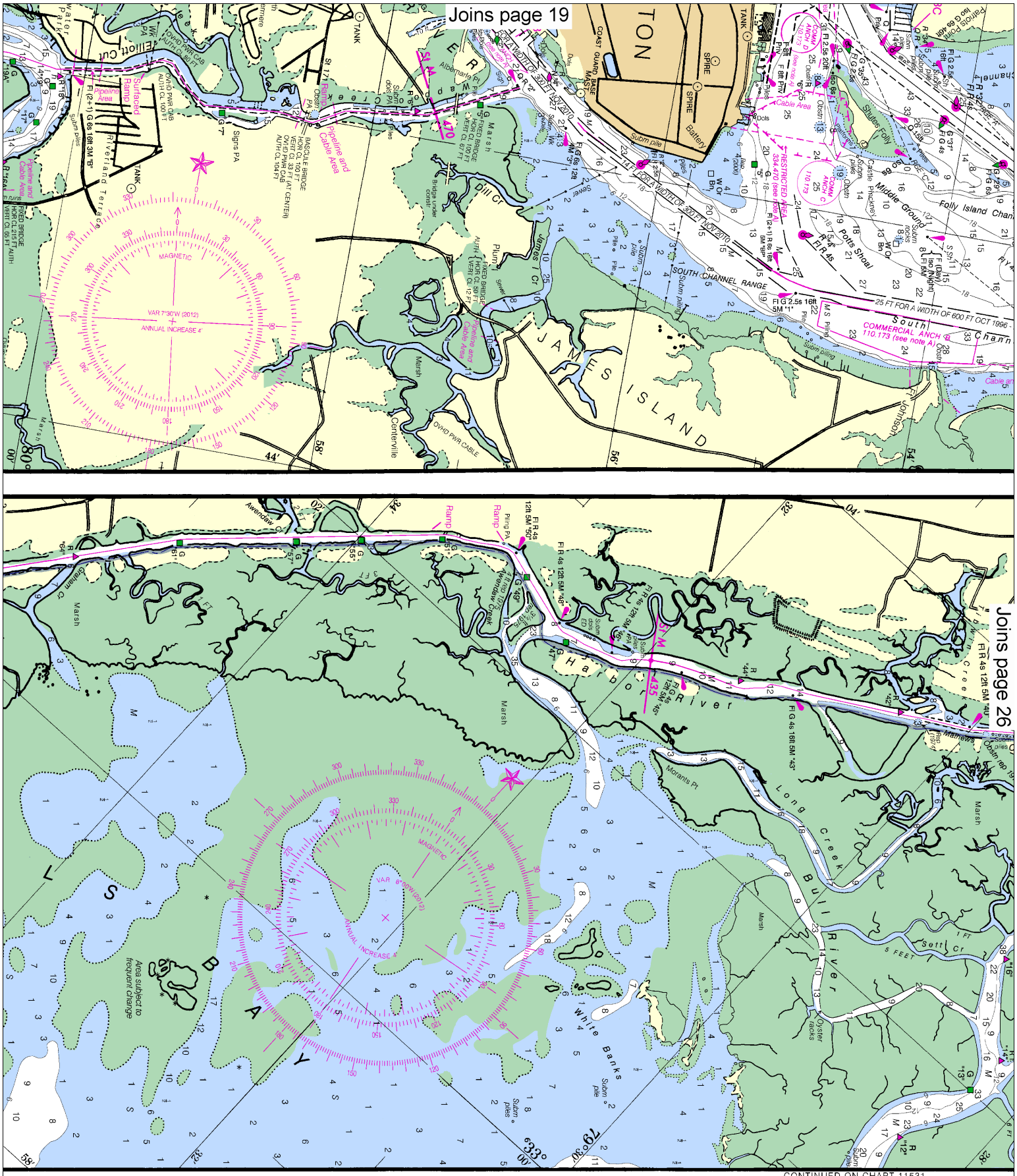
Nautical Miles

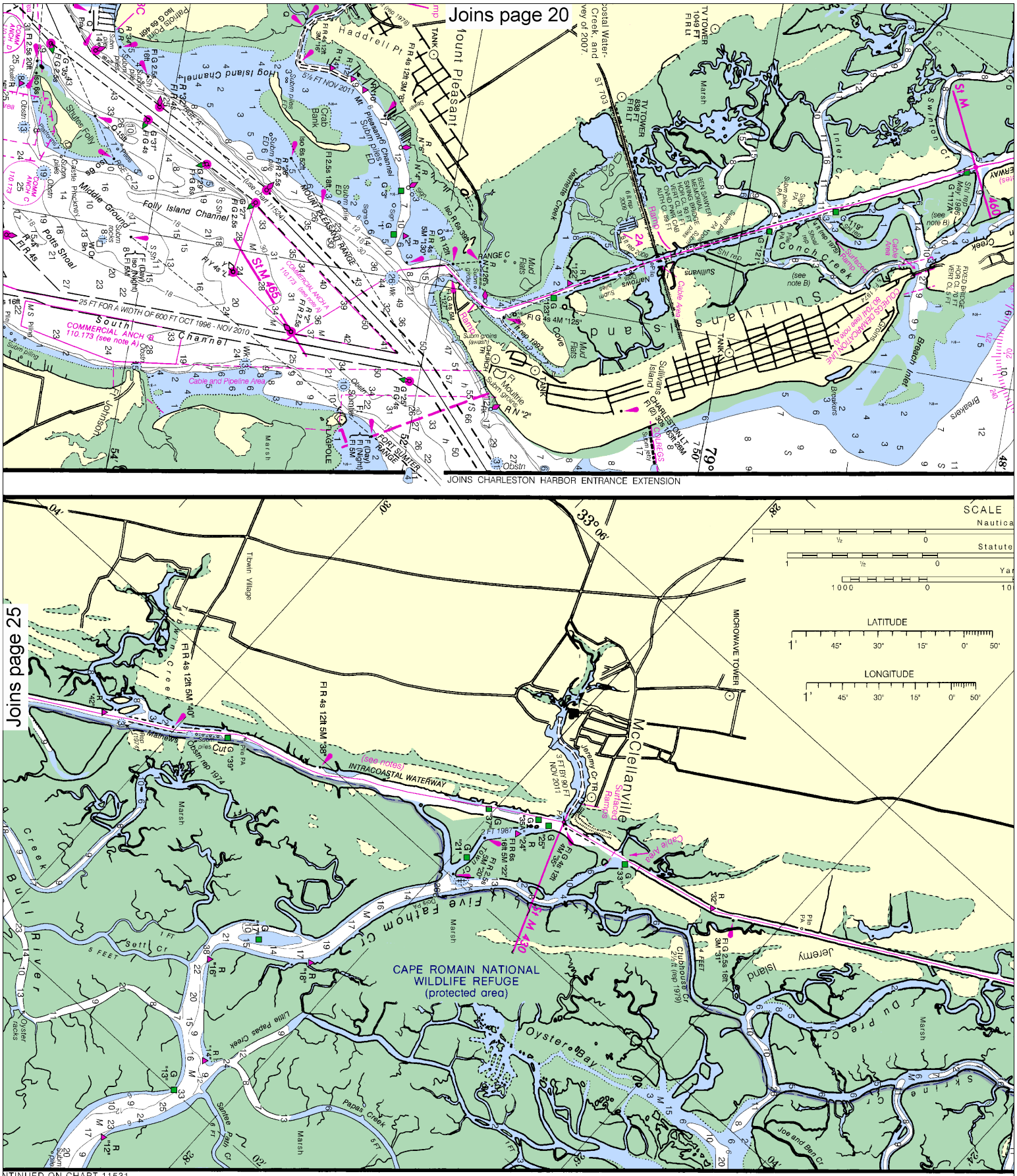
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 19
Joins page 26
JAMES ISLAND
Folly Island Chan
Middle Ground
Ports Shoal
SOUTH CHANNEL RANGE
25 FT FOR A WIDTH OF 600 FT OCT 1996
COMMERCIAL ANCH C 110.173 (see note A)
RESTRICTED AREA 334 470 (see note A)
Harbor River
Long Creek
Bull River
Sett Cr
Morants Pt
White Banks
Area subject to frequent change
Pipeline and Cable Area
Surfaced Ramp
Elliott Cut
Intracoastal Waterway
Centerville
Marsh
MAGNETIC
VAR 7°30'W (2012)
ANNUAL INCREASE 4'
CONTINUED ON CHART 11531



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Note: Chart grid lines are aligned with true north.

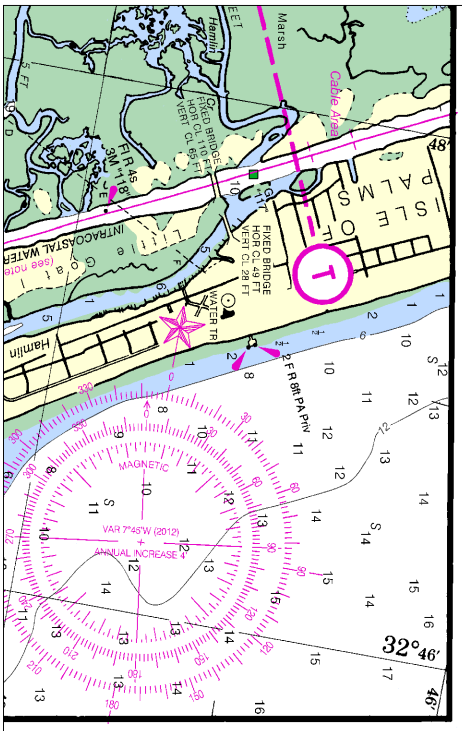
Printed at reduced scale. ~~SCALE 1:40,000~~

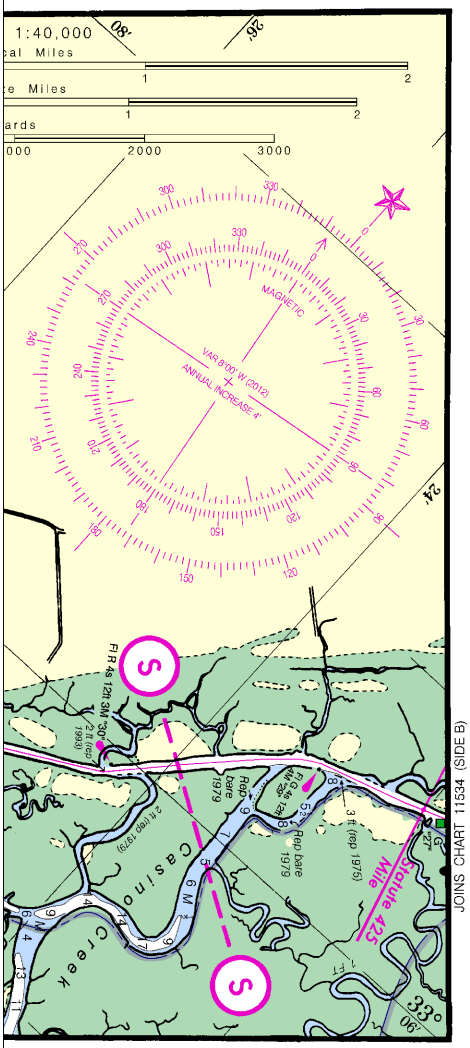
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 21

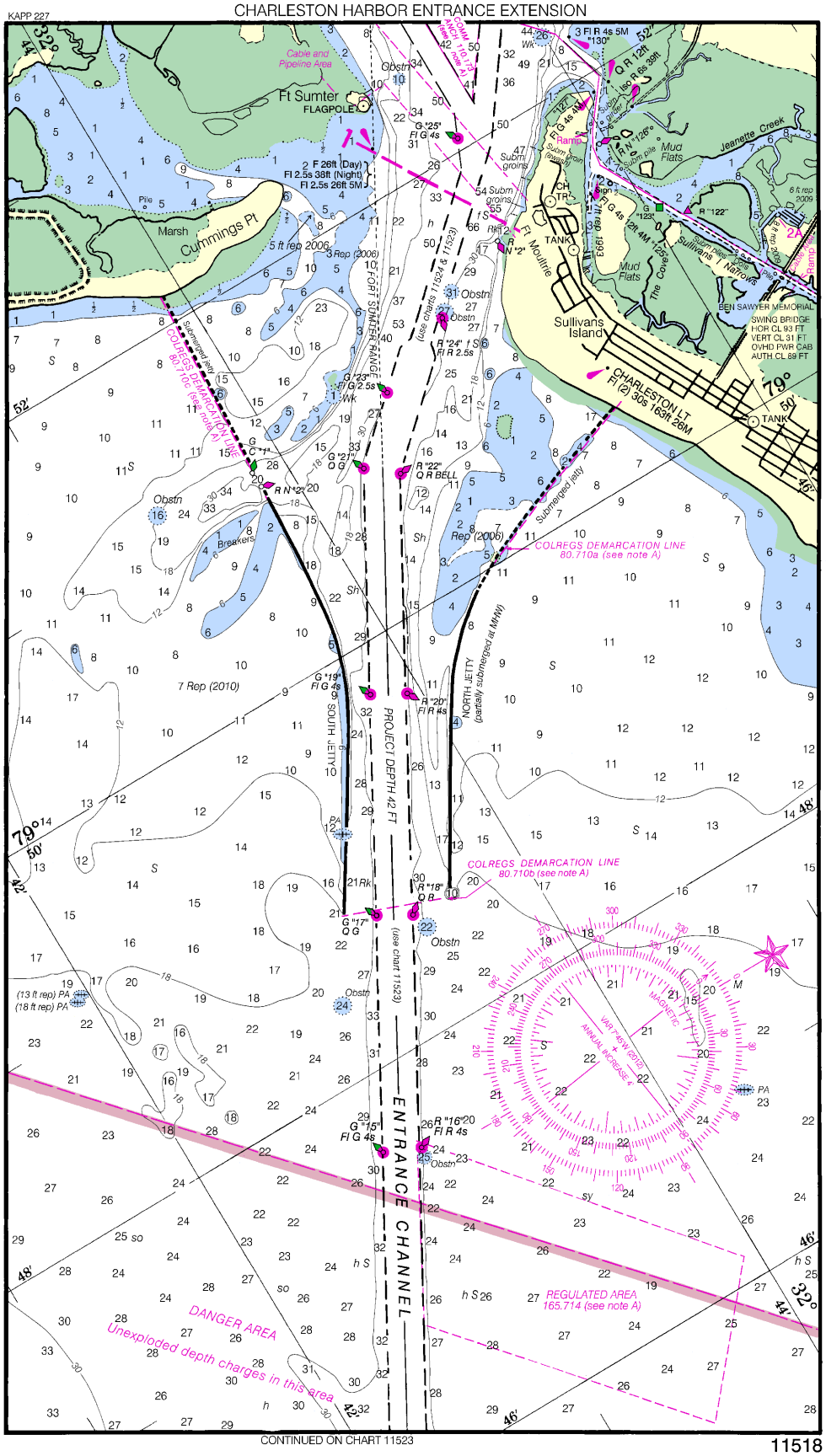




JOINS CHART 11534 (SIDE B)

KAPP 227

CHARLESTON HARBOR ENTRANCE EXTENSION



CONTINUED ON CHART 11523

11518

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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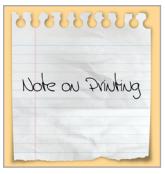

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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